

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FROM	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"CORLENE" Capt. H. Raegener	About SATURDAY, 2nd April.
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"KLEIST" O. Fabke	WEDNESDAY, 6th April, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOSSEN" Capt. B. Wilhelm	About WEDNESDAY, 6th April.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"CORLENE" Capt. H. Raegener	FRIDAY, 12nd April, P.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th March, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FROM	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, SALAZIE		Maxden	11th April, P.M.
MARSHILLES, VIA PORTS		Broc	12th April, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, AUSTRALIAN		Riquier	25th April, P.M.
MARSHILLES, VIA PORTS		Sellier	26th April, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Butavia; at Colombo for Ceylon, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,
AGENT,
QUEEN'S BUILDINGS.

Hongkong, 29th March, 1910.

Intimations.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS,
CHANDS, NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
etc., etc., etc.

Sole Agents for
FERGUSON'S SPECIAL UREAM
and
P. & O. SPECIAL LIQUOR SOOTHY
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Wangchow, 9th March, 1910.

A TOO STABLE.
LEIGHTON HILL ROAD.
(next to No. 1, Police Station).

HAS established a SHOEING FORGE at
Leighton Hill Road where Horses and
Ponies can be shod by **EXPERIENCED**
SHANGHAI FARRIERS by arrangement.
Shoeing of Horses and Ponies also under-
taken at Kowloon on receipt of Owners'
instructions.

Prices:
At the Stables or anywhere in Hongkong,
\$2 per animal.
At Kowloon, \$3 per animal.
A TOO STABLE,
Leighton Hill Road.
Hongkong, 23rd March, 1910.

JAPANESE MASSAGE.

Massieur MEIJI SHA,
GRADUATE OF
KOBE MESSAGE SCHOOL.
ATTENDANCE AT
PATIENTS' RESIDENCE.
No. 171, WANCHAI ROAD,
GROUND FLOOR.

Hongkong, 10th January, 1910.

MARUS, OPHTHALMIC OPTICIAN,
MAQUILLAR STREET AND QUEEN'S ROAD.

Charge, and if they are wrong will put them right.

Repairs. Spectacles for all requirements.

Booklet on "Defective Sight,"—free.

CALCUTTA, 1st March, 1910.

SHANGHAI, 1st March, 1910.

4th, Beattie's Street.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.	NO. 2 DOCK.	NO. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance 80 "	Width of Entrance 50 "	Width of Entrance 63 "
Water on Blocks 28 "	Water on Blocks 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for docking quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for towing Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofing Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repairs work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels while under repairs.

Telephone: Nos 870, 866, or 081.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

To Let.

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL,
Victoria Building, Rooms suitable for
Offices.

FIRST FLOOR of No. 4, DES VUEX
ROAD, recently vacated by Institution of
Engineers and Shipbuilders.

No. 9, PEAK ROAD "DEVONIA" con-
sisting of 6 Rooms, Gardens, Tennis Court,
Servants' Quarters.

ONE GODOWNS in MASON'S LANE.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 8th March, 1910.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 22nd October, 1900.

TO LET.

NOS. 1, 1 and 6, CLIFTON GARDENS.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 30th March, 1910.

TO LET.

KING'S BUILDINGS, OFFICES facing
the Harbour from about October, at
present in occupation of Messrs. Jardine,
Matheson & Co., Ltd.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 3rd June, 1909.

TO LET FURNISHED.

"TANTALLON," 126A, Barker Road.
Rent \$225.00 per month. Seen by
appointment only.

Apply to—
GODDARD & DOUGLAS.
Hongkong, 8th December, 1909.

TO LET.

NO. 3, CANTON VILLAS, Kowloon.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 24th February, 1910.

TO LET.

GODOWN No. 5A, DUNDRELL STREET.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 2nd June, 1900.

TO LET—MODERATE RENT.

SEMI-EUROPEAN FLATS, Praya East,
corner of Observation Place, the Trams
stop at the door.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 2nd March, 1910.

To Let.

TO LET.

DARTMOOR, No. 13, CONDUIT ROAD.

OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.

9, MACDONNELL ROAD.

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in ZIMON TERRACE.

OFFICES in YORK BUILDING,
No. 10, DES VUEX ROAD CENTRAL,
1st Floor.

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

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HORSE RACING IN MAURITIUS.

A few weeks since a letter by "Big Gun" in the Field makes rather amusing reading. He says, among other things, that the Mauritians dearly love racing, and think of little else for months before the date fixed for the next meeting. The whole population gives itself up to it, high and low, rich and poor, whites and blacks—men, women and children. It is remarkable how people take their children to the races, even in the "upper classes." The whole family goes, from the oldest to the youngest member, and the children take the greatest interest in the races themselves, know the names of the horses and riders and can identify them on the course.

The Mauritius Turf Club is one of the first institutions in the island, owing a fine clubhouse in the best street in Port Louis. The club gives twice three-day race meetings a year. The funds of the club are "State-aided" to a considerable amount, (kindly note this "oh local Government") which enables it to add money to be given, and leads to a better class of horse being imported. The club, however, has rather a peculiar rule which only integrating racing men going to Mauritius should bear in mind, it is that no one can run a horse that has not been imported by the Mauritius Turf Club except in small races, such as hack races, charger races, polo pony races, scurries and the like. No horses are bred in Mauritius, and the imported ones come from Australia and Argentina, the latter generally in large consignments in a ship chartered for the purpose. On the cargo arriving the M. T. C. take their pick of the consignment of horses, which are all raw and unbroken, before they are put on the public market. With horses from Australia, a different method is in vogue. An experienced buyer is sent to Australia to select trained animals which have run and won there, or are likely to become good racers. In this way some really good horses have been imported into Mauritius, but unfortunately the shipments are few and far between and it is no uncommon thing to see ten or twelve horses continually competing meeting after meeting until their form is completely exposed and they are eventually broken down. No bookmakers are allowed, all the betting being done by means of pari-mutuels, for which there are three values of tickets Rs. 10, Rs. 5, and Rs. 1, so that to make a big bet is rather a tedious business.

A few professional jockeys are resident in Mauritius, but they cannot be spoken of favourably. The English jockeys are said to have been "warned off" in the colonies before they came, whilst the Creole jockeys are addicted to drink and have sometimes to be kept under lock and key on the eve of a race meeting. The jockeys are continually fined and "warned off" for foul riding, which apparently is very rare but is generally forgiven before the next race meeting as there are so few of them. Of gentlemen riders there is no lack, a number of French gentlemen ride, and ride well, but the best rider on the island is an English-Mauritian, who can ride level with the professionals and give to his many other admirers a good show. The jockeys of his mounts generally come out well at the end of a day's racing. Objections are of frequent occurrence and are heard in full view of the public on the stewards' stand. The investigation of an objection is often a cause of great amusement to the spectator. It is generally accompanied by much excited talking and gestulation peculiar to the Gaelic race, and the usual ending is that accused jockey descends from the stewards' stand indulging in language peculiar to the Anglo-Saxon race.

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF
the letting by Public Auction Sale, to be held on MONDAY, the 4th day of April, 1910, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Bonham Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub- divisions	Boundary Measurements, Approximate	Content in Square Feet	Annual Rent	Upset Price
1	110	110	110	110

Hongkong, 25th March, 1910.

Dentistry.

Dr. M. H. CHAUN,
DENTAL SURGEON,
33, QUEEN'S ROAD CENTRAL, 1ST FLOOR,
ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910.

TSIN TING

LATEST METHODS OF DENTISTRY

STUDIO AT NO. 14, D'ARQUILLAR STREET.

Reasonable Fees

Consultation Free

Hongkong, 29th June, 1904.

Public Companies.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the **THIRTY-SEVENTH ORDINARY YEARLY MEETING** of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on **WEDNESDAY, the 13th April, 1910**, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1909, and of declaring Dividends, &c.

The **TRANSFER BOOKS** of the Society will be **CLOSED** from 3rd April to the 13th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 23rd March, 1910.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the **FORTY-FOURTH ORDINARY YEARLY MEETING** of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on **WEDNESDAY, the 13th April, 1910**, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with the Statements of Account to 31st December, 1909, and of declaring dividends, &c.

The **TRANSFER BOOKS** of the Company will be **CLOSED** from 3rd April to the 13th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE,
Secretary.

Hongkong, 23rd March, 1910.

Notice of Firm.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the **HONGKONG AGENCY of the CHARGEURS REUNIS** will, from the 1st January, 1910, be transferred to Messrs. **P. A. LAFIQUE & CO.** (Queen's Building No. 4).

CHARGEURS REUNIS,
P. A. LAFIQUE & CO.,
Agents.

MESSAGERIES MARITIMES,
P. THOMAS,
Agent.

Hongkong, 29th December, 1909.

Intimations.

KOWLOON WATER SUPPLY.

THE Public are advised to boil all water used for drinking purposes until further notice.

W. CHATHAM,
Water Authority.

Public Works Department,
Hongkong, 31st March, 1910.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the **"CREME SIMON"** and all Simon's Produce for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

PABST EXTRACT.

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the tracing, soothing and toning effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles. In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents,
Hongkong, 12th December, 1909.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of **Hongkong Telegraph** office or direct to 37, Hollywood Road, 2nd floor.

Hongkong, 1st January, 1910.

Intimation.

Powell's
ALEXANDRA
BUILDINGS.

NOW SHOWING.

A large shipment of

the latest

SPRING GOODS
COMPRISING:—

LACE

AND

MUSLIN . .

BLOUSES.

COTTON . .

COSTUMES.

SUNSHADES.

TRIMMED . .

AND

UNTRIMMED

MILLINERY

FLOWERS . .

AND

FOLIAGE.

SEE

LARGE . . .

WINDOW.

POWELL'S

Alexandra

Buildings.

Hongkong, 30th March, 1910.

COMMERCIAL.

TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	7/6
Ang-o-Malays	36/6
Balgownies	22/6
Batu Tigas	112/6
Beitams	10/- ex rights
Bukit Kajangs	100/-
Bukit Rajahs	38/-
Carey Uniteds	44/6 prem.
Castelfields	120/-
Changkat Sordangs	52/8
Cheras	51/5
Damansaras	185/-
Eastern Internationals	35/-sa prem.
Fed. Selangors	330/-
Glenahlys	52/2
Glenahlys	160/-
Golcondas	160/-
Golden Hopes	150/-
Highlands and Lowlands	172/6 sa
Indragiris	54/2
Inch Kenneths	375/-
Jejuks	14/3
Jonglandors	30/- prem.
Kamauangs	20/6 prem.
Kuala Lumpur	265/-
Laundrons (fully paid)	165/-
Laundrons (ppd.)	112/6 prem.
Labus	175/-
Ledburys	102/6
Linggis	55/-
London Asiatics	57/6
London Ventures	10/-
Merlimaus	7/6
Pajams	51/8
Pegohs	52/2
Rubber Trusts	65/- prem. ex. n. i.
Saggas	205/-
Sandycrofts	ex rights 55
Seckongs	32/6 prem.
Shelfords	80/-
Singapore & Johores	3000
Sumatra Paras	18/3
Surgei Choks	112/6
Sungei Kapars	187/6
Sunggi	46/-
Seafields	122/6 prem.
Tanjongs	28/- prem.
Tangkahs	25/- prem.
Ulu Rantus	165/- ex n. i.
United Serdangs	176/-
United Singapores	53/00
United Sumatras	16/-
United Langkats	102/6 ex rights

SANDYCROFT MEETING.

A RECORD DAY.

The annual general meeting of Sandycroft Rubber Company was held at Singapore on 23rd ult. in the offices of Messrs. F. W. Barker and Company, the secretaries. Mr. F. E. Jago presided and amongst others present were the Rev. N. J. Couvreur, Messrs F. M. Elliot, W. MacBean, A. Gentle, A. J. O. Hart, A. E. Beddell, W. W. Cook, E. F. Maudon, W. L. Kemp, H. Freeman, O. A. Kimmel for the secretaries, F. W. Barker and Company, and others.

After the minutes of the last annual and extraordinary meetings had been read and signed and the notice convening the meeting read, the Chairman made the following speech:—

The report is unusually full of detail but there are a few points upon which I should like to touch. The sum which you will be asked to vote to the sinking fund for the redemption of debentures has been calculated so that with annual apportionments of the same amount, the debentures can be redeemed on the due date. The sum of \$30,000, which it is proposed to pass to Reserve will bring up that account to \$50,000 this will all be invested in the Estate. Of the \$20,000 voted last year some \$10,000 was spent in relief of capital expenditure up to 31st December, 1909, and about \$10,000 was spent in the purchase and installation of machinery. This year, of the \$30,000 for which the Directors ask, \$13,000 will be used for development during the year, and about \$6,000 will be required for the erection of a new Drying Store.

The detailed survey of the cultivated portion of the Estate which was made during the year, showed that the area under cultivation was much less than we had thought it to be. A glance at the plan of the Estate will, I think, convince you that the peculiar shape of our land makes it difficult for anyone to estimate the area, and it was not possible, until a survey was made, to arrive at any correct figures regarding the area of the Estate.

The method by which the total of 437 acres was arrived at, reported in our last report, was to take records of the various plantings, but this did not allow for various fields which had dropped out of cultivation, or had been replanted. All along Mr. Bratt's estimate of the area actually under cultivation was less than from the books we made it out to be. Another contributing cause to the shortage was that the statutory grants for Hidden Treasure Estate showed a larger area by some 45 acres than the actual survey proved to be the case. The net result, after careful investigation is that Mr. Bratt has to plant up for us between 36 1/2 acres.

As regards the extension of the Estate we are increasing it by 697 acres. We are buying for \$6,600 about 17 acres on which there are a few (to be precise—187) Para trees between 8 and 9 years old. They are, however, backward through neglect. We have applied to the Straits Settlements Government for two blocks totalling 280 acres at a premium of \$10 per acre, and to the Penak Government we have applied for 300 acres on the usual F.M.S. terms. The blocks have not yet been surveyed and therefore the exact areas are not known. The total cost will be about \$10,000. With our organization and labour

force, we should be able to open this land quickly and cheaply.

THE LABOUR QUESTION.

This brings me to the question of Labour. You have all no doubt seen in the papers the report that it was announced in the House of Commons that after the 30th of June no more indentured Indian Labour would be allotted to the F.M.S. What led H.E. the Governor to come to this decision I do not know, nor do I know whether those deeply interested in the planting industry were consulted before the decision was arrived at. We are not working in the F.M.S. yet and so we are not directly affected by this stoppage of indentured Indian labour. But indirectly this decision is likely to do us and the planting industry incalculable harm. As you know the Indian coolie is not the only labour available, there is the Javanese coolie who is infinitely more healthy in this climate than the Tamil because he does not require to become acclimatized.

The Netherlands India Government permit only indentured coolies to be recruited for the F.M.S., and before long political capital is sure to be made, in Holland, of the fact that the Netherlands India Government allow Javanese indentured labourers to be sent to the F.M.S. where British Indian indentured labour is not allowed. The result of such an outcry must inevitably lead to the Netherlands India Government (following the example given by H. E. the Governor) refusing to allow Javanese indentured labour to be sent to the F.M.S. As there is no probability of them allowing free labour to leave the country the result will be that a stop will be put to the use of Javanese coolies in the whole of the F.M.S., and probably also in the Colony. We are interested in Javanese labour as we have 25 indentured coolies on the Estate while 50 more are on the way there.

DISEASE.

The next point which I have to mention is disease. The Directors have made arrangements to secure the services from time to time of the Mycologist at Laundron Estate, and in order that our Manager might become conversant with the most up-to-date method of putting an Estate in a sanitary condition, he visited Laundron during the year. Mr. Mitchell, the Laundron Mycologist, has reported most favourably upon the measures taken on our Estate, and we hope that by the end of this year the Estate will be clear of Fomes. A tree by tree examination is being made and a great number of trees have been opened up and the roots dressed with lime. During last year we spent \$10,043 on this work, and we expect that for the current year \$16,000 will be required. These are not small sums but the cost will be more than justified in the end.

In the last report it was stated that the trees in tapping numbered 14,380 and in this year's report the number given is 11,000. Up till quite recently no systematic record was kept of trees which were blown down or were killed by white ants or which died of disease. Of the 386 trees in question no doubt some died from these causes, but I attribute the chief decrease to a more accurate census of the trees.

The last point of reference is the Manager. Mr. Murray has been with us now for two years and we have nothing but satisfaction to express regarding his work. The Directors propose to mark their sense of this by a substantial bonus. Mr. Murray will go on leave in the autumn of this year if we are able to make arrangements for some one to take his place.

You will expect me to say something about the estimated production for the current year. This we put at 90,000 lbs, being an increase of 23 per cent. on the present year's production. The Manager anticipates bringing in only some 80,000 new trees during the year, but a substantial increase of production may be expected from the old trees.

I now formally move that the report and accounts for the year ending 31st January, 1910, be and are hereby adopted.

DISCUSSION.

Mr. Elliot seconded the adoption of the report and accounts and asked whether the shareholders could be informed what proportion of the 80,000 pounds odd of rubber which appeared in the accounts as in transit and store had been sold and what proportion had been put in at \$2 per pound.

The Chairman was understood to say that, a very small proportion was yet unsold.

Mr. Kemp said that about 2,500 lbs sheet and 8,000 lbs scrap were unsold.

Mr. Elliot inquired if any forward contracts had been made. The Chairman replied "no," but added that in order to settle the figures for the year they had sold 120 cases of last year's crop at 8/4.

The Rev. N. J. Couvreur then called attention to what appeared to be a mathematical error in regard to the average yield per tree per tapping, which as compared with the average yield per tree per annum, seemed to show that the trees were only tapped 66 days in the year. The Chairman replied that roughly they were tapped every other day.

Eventually Mr. Kemp said that he could probably explain the matter of the figures to the speaker if he would consult with him.

The same speaker also called attention to the fact that whereas by the Articles of Association one third of the directorate retired annually only one director was retiring now, and as the directorate was five two would appear to be nearer one third than one.

It was pointed out that Mr. Plumpton was away and the speaker said he did not wish to contest the point, he merely brought it forward.

PUBLICITY.

Mr. Elliot then brought forward the point that whenever the Directorate proposed to take any step involving such matters as declaring dividends, issue of shares (capital) and such kindred important matters of policy which affected the Company's standing, they should take the earliest possible opportunity of giving such information to the shareholders at large. With regard to the present report no information was generally available as to what was intended until the report and accounts were issued, but there must have been some information in the market, because brokers

were going round attempting to buy up shares at what turned out to be far under the market value when the report did appear. He thought that when the Directorate came to decisions on what he might call questions of policy, immediate information should be given to the shareholders through the newspapers, thus putting all on an equal basis. They had heard rumours of fifty and sixty per cent dividends, and if all they knew definitely was that certain persons were very anxious to buy and that shares were going up two and three dollars a day, then they knew also that there must be someone who knew more than the shareholders generally did. The same arguments applied as regards the issue of capital. He did not wish to make any suggestion about anyone but he thought it would be far better to circulate all such information in the papers as soon as possible, so that all shareholders should be on an equal footing. And that also applied to information when any forward contracts regarding rubber were made.

The Chairman quite understood Mr. Elliot and said that as soon as possible after the report and accounts were passed, they were sent to the printers. But there had necessarily been a few days between that and the report going to members. He agreed as regards making forward contracts known.

The report and accounts were then passed, and the Chairman then proposed the following recommendations:

1. That a total dividend of 90 per cent be declared, making 150 per cent for the year and absorbing \$90,000.

2. That the sum of \$1,000 be placed to a sinking fund for the redemption of debentures.

3. That the sum of \$10,000 be transferred to reserve.

4. That the sum of \$1,000 be allocated as bonus to employees.

5. That the balance of \$4,979 19 be carried forward to next account.

Mr. Elliot seconded and the motion was carried.

Mr. A. Gentle was then re-elected a director and Messrs. Derrick and Co. auditors.

Mr. Elliot thought considering the company was doing so well and considering the extra work falling on the directors since the splitting of the shares, the directors' remuneration should be increased from \$5,500 to \$3,000.

Too Rev. N. J. Couvreur seconded this and it was carried with applause, Mr. Jago returning thanks.

Mr. Macbean supplemented this by a vote of thanks to the manager who had done so well. Mr. Jago in replying on behalf of the Manager said this meeting was a record one for Singapore and the day was a record one for rubber.

The meeting then resolved itself into an extraordinary meeting and the Chairman moved:

1. That the capital of the company be increased from \$100,000 to \$120,000 by the creation of 10,000 new shares of \$2 each to rank pari passu in all respects with the existing shares of the company.

2. That the directors be and are hereby authorized to issue the said 10,000 shares forthwith at a premium of \$8 per share above the nominal value of \$2 per share to be paid in full on application.

3. That the said 10,000 shares be offered in the first place to existing shareholders of the company so far as practicable in proportion to their holding in the company.

4. That should any shares to which any shareholder is entitled under the preceding resolution not be taken up by such shareholder or his nominee, the directors be and are hereby empowered to issue such shares to any other person at such premium as they may think fit.

In doing so he said they wished to press on with extension work and they estimated that the new capital would be sufficient to bring 500 acres more into bearing.

In response to questions Mr. Kemp said the resolutions would naturally apply to persons on the existing register only. Every facility would however be given for the transfer of right to purchasers of the shares which would be explained in the circular about to be issued to shareholders.

The meeting then closed.

Intimations.

H.K.A.A.A.

THE SECOND ANNUAL MEETING will be held TO-MORROW, April 2nd, on the track in Kowloon.

Events.—Light Jump, Long Jump, 120 yards Hurdle, Half Mile, One Mile, Putting the Weight, 120 yards Handicap, 440 yards Handicap.

Admission: \$1.

H. L. O. GARRETT,
Hon. Secretary,
(Queen's College)

Hongkong, 1st April, 1910.

CHINESE IMPERIAL GOVERNMENT
7% SILVER LOAN OF 1886, E.

47TH HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BONDS of this LOAN will be PAYABLE at the Offices of the CORPORATION on and after the 31st March, 1910.

LIST OF DRAWN BONDS can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
J. R. M. SMITH,
Chief Manager.

Hongkong, 31st March, 1910.

LEGAL.

NOTICE OF REMOVAL.

NOTICE IS HEREBY GIVEN that from and after TUESDAY, the 28th March, 1910, the Offices of the undersigned Solicitors and Notaries will be REMOVED to the First Floor of PRINCE'S BUILDINGS, Ice House Street, (opposite the King Edward Hotel).

JOHNSON, STOKES & MASTER.

Hongkong, 27th March, 1910.

Intimation.



TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged: invaluable in hot climates.

DOSE: One wine-glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

COMPAGNIE DU VIN SAINT-RAPHAEL, Valence (Drôme-France).

SOLE AGENTS: MACLEOD & CO., Hongkong.

Consignees.

S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. *Charente* and *Medoc*, from Havre ex s.s. *Charente*, and from Bordeaux ex s.s. *Ville d'Arras*, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risks into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 4th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th April, or they will not be recognized.

All damaged packages will be examined on MONDAY, 4th April, 1910, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,
Agent.

Hongkong, 28th March, 1910.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, MARSEILLES, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. at Kowloon, whence each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Coke, Scrap Iron or other similar natured goods are to be taken immediate delivery by ship; otherwise they will be landed into the same Company's Godowns at owner's risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 7th April will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Hongkong, 31st March, 1910.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"ASSAYE,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. at Kowloon, whence each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. *Mora*.
From Calcutta, ex s.s. *Malla* and *Somali*.
From Persia Gulf, ex s.s. *E.I.S.N.* and *B. & P. S. N. Co.'s* Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th April, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 31st March, 1910.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ERROLL,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 26th March, 1910.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd. at Kowloon, whence each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:
DRY GINGER ALE.
LIME FRUIT CHAM-
PAGE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.

PALATABLE
AND
REFRESHING.

Watson's
FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.
Guaranteed to be made from the
pure juice of sound ripe fruit.

A. S. WATSON & CO.
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 21st March, 1910.

ALL communications intended for publication
in "THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee Hing Road,
and should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not be responsible for any
rejected matter, nor for return of Contributions.

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their copies delivered at their residences without
any extra charge. On copies sent by post an
additional 2.50 per quarter is charged for postage.
The postage on the weekly issue in any part of the
world is 30 cents per quarter.
Single Copies, Daily, one cent. Weekly, twenty-
five cents (for cash only).

BIRTHS.

On March 23, 1910, at Hangchow, to the Rev.
W. J. and Mrs. Doherty of the China Inland
Mission, a daughter.

On March 21, 1910, at Shanghai, to Mr. and
Mrs. Geo. G. Wallace, a son.

DEATHS.

On March 19, 1910, at Kiukiang, William
Ingis Mason, of appendicitis, age 58, after 13
years service in the Imperial Maritime Customs.

On March 27, 1910, at Shanghai, Edward
Richards, Captain, s.s. *Anglo*, aged 57 years.

The Hongkong Telegraph
HONGKONG, FRIDAY, APRIL 1, 1910.

CHINA PIG—NEW STYLE.

Whatever may be the objections to China
pork there appears to be little objection to
China pig, in the shape of iron. A few days
ago we learnt that the Hanyang Iron Works
had contracted with well known American
syndicates to supply for a term of years, at rates
with which the West cannot compete, thou-
sands of tons of pig iron. Iron from China has
before this appeared on the New York market,
but more or less in an experimental capacity.
The stage of experiment has now been passed
and it may be taken that the present contract
marks the beginning of China's competition
with the Black Countries of the West for
the supply of the most important metal
that has yet been hammered to the use of
man. The beginning is significant. It comes
at a time when the relations between capital
and labour in the West are in a condition of
permanent strain. Each has realised its power

in the past and each is at present striving for
mastery; each is at present very largely blind
to the fact that mastery lies neither with the
one nor with the other but with co-operation
against outside forces. It may be that a tem-
porary victory will go to capital by virtue of its
independence of organized labour through the
supplies derived from China; but ultimately it
cannot be so. The time is sure to come when the
Chinese workman will demand for himself
and his family a higher standard of comfort, if
not of living, and then organized labour, as we
understand it in the West, will raise its
head. In the meantime the economic
efforts of China pig must be far-reaching.
The contract to which we have referred is
not by any means the best that could be
made from the Chinese point of view. The
great success of the Hanyang Iron Works may
be admitted but that does not blind one to the
fact that economically there are scores of better
places in China for doing exactly the work that
they are doing. They derive their coal sup-
plies from a considerable distance, and though
the cost of transport may be very small these
items count, and there are many places where
both coal and iron are found together, and
many where the necessary limestone flux may
also be obtained without transportation. The
present victory of China pig is thus a victory
against odds, and when the odds are removed
then, unless new factors enter into the situa-
tion, the victory will be complete. But the new
factors are an unknown quantity; and on them
the West may perhaps for the present rely—
Shanghai Mercury.

LOCAL AND GENERAL.

Dr. G. B. Morrison left Suchoo (Kansu) for
Hami, Sinkiang, on March 20.

It is proposed to obtain a further loan of
£2,000,000 for the Tientsin-Pukou Railway.

News has reached Shanghai that Newchwang
was opened after the winter isolation on the
19th ult.

China and Japan have entered upon a Postal
compact, the terms of which will shortly be
made public.

A TELEGRAM from Lisbon, dated March 15,
reports that a Portuguese sloop which was just
leaving the Azores, foundered, the crew of thirty-
three all being drowned.

A TUBERCULOSIS Conference will be held in
Brussels in October and the Waiwapi intends
to appoint the Minister to Belgium to attend
as delegate.

DETECTIVE-Sergeant Terrell charged a Chi-
nese married woman at the Magistracy this morn-
ing for keeping a sly brothel at No. 3, Kwai
Wah Lane. A fine of \$100 was imposed.

THE total output of the Chinese Engineering
and Mining Company's three mines for the
week ending 19th March amounted to 27,058,86
tons and the sales during the period, to 24,949,
28 tons.

THE United States Consul in Canton recently
communicated with Viceroy Yuan Shu-huan,
asking him to prohibit anti-Christian feeling
among the people of the Suaning district in
Kwangtung province.

THE Hon. Treasurer of the Alice Memorial
and Affiliated Hospitals begs to acknowledge
with thanks the following donation to the
funds of the hospitals:—
A. L. Stein \$10

MR. Lloyd George, Chancellor of the Exche-
quer, has delivered an inaugural address to the
Gladstone League, at the Queen's Hall.
The object of the League is to stir up the
electorate throughout the country.

A NEW committee is about to be formed in the
House of Commons to watch Chinese matters,
more particularly commercial aspects, as it is
felt by many that British trade interests are
being needlessly sacrificed to diplomatic con-
siderations.

Two chair-bearers were each fined \$5 in the
Police Court this morning and were further
bound over in the sum of \$25, personal bond,
to keep the peace for six months, for assaulting
a ricksha coolie. All the men live in Aberdeen
Street and the assault was the outcome of a
quarrel.

TELEGRAMS from Mukden state that an Anti-
social capitalist recently applied for the right to
exploit a mine near Chinchow. He has now
formally suggested co-operation between China
and the United States in its working. H. H.
Hui Liang, Viceroy of Manchuria, has ordered
minute investigations to be made.

CHAN Tai Tai, owner of licensed passage boat
No. 1133, prosecuted Chan Sai, second master
of the steam launch *Lei To* for unlawfully dis-
regarding the rules of the water a 7.30 p.m. on
the 28th ultimo. He stated that he was moored
near the praya at Yaumati. It was dark, but
he had a light showing above gunwale of a
British steam launch was coming from
H. K. and going to the wharf opposite the
Police Station at Yaumati. He was lying
about 7 yards from the wharf. After hearing fur-
ther evidence the Marine Magistrate dismissed
the case.

A SAD death from small-pox has to be chroni-
cled, at Shanghai, on 28th ult., Captain Richards,
of the s.s. *Nippo* having succumbed to the
dread disease. Captain Richards had been
taken to the Isolation Hospital only a few days
ago and despite every care he passed away on
Sunday night. He had been master on the
coast since 1901, and had made many friends,
who will learn of his death with much regret.
He leaves a wife, who is at present at home,
and a sister and brother in Shanghai, and there
will have the sympathy of very many friends
in their sad affliction. The steamers of the
C.N. company in port all flew their flags at
half mast out of respect for his memory.

THE HASTINGS CASE.

PRISONER CONVICTED ON A MAJORITY
VERDICT.
SPECIAL JURY ADDS A RIDER TO THEIR
VERDICT.

Before Mr. W. Rees-Davies, K. C.,
Acting Chief Justice, and a special jury at the
Criminal Sessions this morning, the case was
continued in which Lam Fuk Chiu, alias
Chung Yau Li, was indicted on the following
three counts:—(1) Conspiring with others with
intent to defraud any person willing to lend
money; (2) conspiring with others with intent
to defraud Mr. John Hastings, solicitor; and
(3) obtaining two cheques for the sums of
\$3,000 and \$14,000 odd from Mr. John Hastings
by means of certain false pretences, to wit,
the production of a forged Crown Lease. Mr.
M. W. Slade, K.C., instructed by Mr. F. B. L.
Bowler, Crown Solicitor, prosecuted, and Mr.
C. G. Alabaster, instructed by Mr. W. E. L.
Shenton, of Messrs. Deacon, Looker and
Deacon, appeared for the defendant.

The jury were as follows:—Messrs C. G. Gok
(foreman), L. Gibbs, C. F. G. Grimble, C.
Montague Eds, J. T. Douglas, A. O. Gourdin
and H. Pinckney.

Mr. Slade having addressed the jury for the
prosecution, Mr. Alabaster rose to address the
jury on behalf of the prisoner. After remark-
ing that he felt sure that the jury would
perform their duty conscientiously and well, he
said that the question was not whether the
prisoner was in or not but whether he was
an accessory before the fact with regard to the
crime with which he was charged. When they
seriously considered the evidence, they would
find that the whole thing was a "monstrous
persecution"—he would not say, "prosecution"
—which had been conducted in a most
venomous spirit. His friend had through-
out tried to win him for not calling
evidence on behalf of the defendant.

That had been the sum-total of his words yester-
day and that was the sum-total of his ad-
dress that morning and it had utterly and
miserably failed. He did not put in evidence
for the defendant, because it was not for him to
prove the innocence of the defendant but it
was for the prosecution to prove the case to the
hilt. Had he put in any evidence, had he even
put forward a weather report or a document,
his friend would have had the tactical advan-
tage of addressing the jury first. Counsel went
on to say that there was an Act of Parliament
which provided that Counsel could not say per-
tain things in the vestige of propriety, and he
had thought that his friend's experience was
sufficiently great to have prevented his doing so.

Mr. Slade—I object. My friend should not
suggest to the jury that I've broken an order
of Parliament.
Mr. Alabaster said that knowing that pri-
soner's wife and another man were the only
witnesses who could have given evidence for
the prisoner, his friend twisted him for not
doing so.

Mr. Slade—I object.
His Lordship—I don't understand your in-
terruption, Mr. Slade.

Mr. Slade—I cannot allow my friend to sug-
gest that I've deliberately broken the rule of law.
The woman whom I for politeness' sake called
prisoner's wife was in point of fact merely a
kept woman.

Proceeding, Mr. Alabaster said that there
was the question of the cheque. If prisoner
was really guilty of the crime charged
against him, it was much more likely that
he would have signed the document in the
name of some genuine person or in that of a
near relative, whereas the evidence showed
that defendant was known as Lam Fuk Chiu
and had been Lam Fuk Chiu all his life. Then
there was the question of who got the bulk of
the money with regard to the fraud. It had been
clearly proved, and there was Mr. Wakeman's
word for it that the fraud must have been com-
mitted in the Land Office with the know-
ledge of a Land Officer. The man who perpe-
trated the fraud must have been a Chinese in a
responsible position. It could not have been
a clerk. There must have been at least one,
possibly two and probably three or four. Coun-
sel then proceeded to deal with the question
of the alleged confession of the prisoner. Coun-
sel read the statement of a certain learned Judge,
in whose opinion these alleged confessions were
supposed to be born of penitence and remorse.
They only existed outside the Court-room and
suddenly vanished on prisoner's appearance in
the trial-chamber. That was the opinion of
the learned Judge and he wished the jury to hold
the same opinion. With regard to the story of
the Chinese detective, Counsel declared that it
was a well-known fact that a policeman's duty
was to keep his mouth shut, his ears open, his
note-book before him and his pencil in his
hand (laughter). The detective took down
what he considered important but in that parti-
cular case, the detective said he had left his
note-book in his portmanteau or valise. He
knew perfectly well that those behind the
prosecution—

Mr. Slade—I am instructed by the Attorney-
General. It's purely a Crown prosecution.

Mr. Alabaster—I know it's a Crown pro-
secution but the Attorney-General is not here.

Mr. Slade—My friend wishes to suggest that
there's somebody behind me besides the Crown.
I am instructed and retained by the Govern-
ment of this Colony.

Mr. Alabaster—I am sorry I brought out the
matter.

His Lordship in summing up said that with
regard to the third count, before a conviction
could be obtained, the jury must be satisfied
that prisoner knew of the forged Crown Lease
but he did not think there was any evidence as
to that. There was no "guilty knowledge" on
the part of the prisoner and he therefore direct-
ed the jury to acquit the prisoner on that
particular count. His Lordship then proceeded
to define the law of criminal conspiracy and
after briefly reviewing the evidence he direct-
ed the jury that if they were satisfied to
the exclusion of all reasonable doubt that
prisoner did not commit the crime charged
against him, it was their duty to discharge the
defendant.

The jury retired and after a few minutes
returned with a verdict of guilty in respect of
the first two charges, by a majority of five to
two and a unanimous verdict of not guilty on
the last count.

Mr. Alabaster asked his Lordship to reserve
the points.

His Lordship said he did not think it was
necessary to reserve the points.

Mr. Alabaster—Will your Lordship take
into consideration the fact that it is a majority
verdict?

His Lordship—Yes.

The foreman of the jury at this point
announced that the jury wished to add the fol-
lowing rider to their verdict: "That the jury
are of opinion that this trial has revealed the
existence of very serious and exceedingly
dangerous irregularities in the conduct of the
business at the Land Office. Their view with
deep concern the fact that it has been possible
for unauthorised persons to gain access to the
Land Register and to so mutilate, by erasures
and alterations, its record of rightful ownership
of unencumbered property as to practically
remove the title. We further think that such
important documents as original uncompleted
Crown Leases and their counterparts ought to
have been kept in sufficiently safe custody to
preclude the possibility of fraudulent persons
from gaining possession and perpetrating
frauds such as that which has given rise to the
present trial."

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important documents as original uncompleted
Crown Leases and their counterparts ought to
have been kept in sufficiently safe custody to
preclude the possibility of fraudulent persons
from gaining possession and perpetrating
frauds such as that which has given rise to the
present trial."

His Lordship—Full consideration will be
given to your rider, gentlemen.

The prisoner on being asked if he wished to
make a statement before sentence was passed
on him, said he wished to know the nature of
the charges against him. This having been
explained to him, he made a long statement,
in the course of which he attributed the criminal
proceedings against him to the malice and
revengeful spirit of a fellow-compatriot.

Mr. Alabaster—My Lord, I was surprised to
hear that prisoner doesn't know the nature of
the charges against him. It is possible that he
may not have understood the indictments but
if he has understood the evidence, it'll be
sufficient to meet the case.

His Lordship (To the Court interpreter)—
Did you read out the indictments to the pri-
soner?

The Court interpreter—Yes, my Lord. I
read out the indictments in full and prisoner
said he understood them and I at the time
pointed out the facts to your Lordship.

His Lordship in passing sentence said that
he took into consideration the fact that prisoner
was a young man and just starting on his
career. He hoped that after the expiration of
the term of imprisonment which he was about
to inflict on him, he would try to lead a straight-
forward and honest life. He would inflict the
least term which he felt he could possibly do
in justice to the circumstances of the case.
The sentence of the Court would be one year's
hard labour.

VOLUNTEER FUNERAL.
THE LATE CORPORAL HIRST.

Corporal Hirst, of the Hongkong Volunteer
Engineer Company, died this morning at the
Government Civil Hospital, and was accorded
a military funeral this afternoon. The Volun-
teers paraded at the Monument at 5 p.m.
under the command of Lt. Col. Chapman and
the officers of the Corps were also present.
The funeral was headed by the Band of the
Buffs. The firing party was composed of men
of deceased's Company.

THE PENALTY OF STOWING
AWAY.

EUROPEAN SENT TO PRISON.

In H.B.M.'s Police Court, Shanghai on 28th
ult., before Mr. Lindsay Smith, sitting as Police
Magistrate.

William Fletcher was charged with having
stowed away on board the M. M. str. *Poly-
noiden*, thereby cheating the company of the
amount of fare from Hongkong to Shanghai.

His Worship said he understood that the
prisoner was arrested by the French authorities
and had been kept in prison for ten days.
Some sort of inquiry had been held by the
French authorities, and the prisoner did not
deny having stowed himself away.

Prisoner said that that was so.

His Worship—You admit you went on board
at Hongkong without a ticket, and landed in
Shanghai without having paid your fare?

Prisoner—Yes, sir.

His Worship—While you were on board did
they make you do any work?

Prisoner—No, sir, none at all.

His Worship—Under section 237 of the
Merchant Shipping Act 1894 the sentence
which the Court can pass upon you for having
committed this offence is a fine not exceeding
£20 or imprisonment with hard labour for a
term not exceeding four weeks. You have not
paid anything for your fare.

Prisoner—No, but I was told when I was
before the French Consul that he (the Consul)
would put me in jail for having stowed away
and when I was finished that he would turn
me over to the British Consul because I had
no means of subsistence. I have been in the
French jail for ten days, and I thought I had
finished my punishment.

His Worship—But the reason you are
now before this Court is because the British
Consul-General has written to the French
Consul-General and said that the only
Court which could try British subjects is the
British Court. Therefore, for that reason, you
being a British subject, you are brought up
here. I understand from the French authorities
that you were simply remanded until the ship
came back. I take your consideration of the fact
that you have been ten days in jail, though
you have not done hard labour, and I sentence
you to three weeks' imprisonment with hard
labour.

Prisoner—When I have done that time will
I be turned over to anyone else or will I be
allowed to go free?

His Worship—No, you will be as free as air
when you have finished your three weeks.—
Shanghai Times.

BIG YOKOHAMA FIRE.

DETAILS OF THE DISASTER.

We quote the following account of the great
fire at Yokohama from the *Japan Herald* of
Saturday last (19th ultimo):—

One of the most terrible conflagrations ever
recorded in the history of Yokohama occurred
this morning in the district known as Noge.
The fire was first noticed just before 1 a.m., and
for five hours the flames, urged on by strong
winds, spread devastation through an extensive
portion of the business quarters of the Japanese
part of Yokohama. The latest returns state
that 490 buildings were entirely and 60 houses
partially destroyed.

The fire originated in the residence of Mr.
Saito Shigejiro, proprietor of the Bunjudo, a
famous book and stationery dealer, at No. 94,
Sancho-machi, Noge-machi, and is said to have
been caused through negligence. The strong
south wind prevailing acted as a fan and the
house was rapidly destroyed. The flames
quickly gained hold in the houses, many
of which were reduced to ashes before the
fire brigade put in an appearance. Some
of the men attached to the police station,
endeavouring to prevent the flames leap-
ing across a street, but the houses, which were
mostly of wood and were like tinder, as a result
of the continued dry weather, seemed to attract
the flames. Firemen attached to all the police
stations and the engines of the Satsuma-cho
Fire Brigade, the Isesaki-cho and the Toke
police stations arrived, but their efforts appear-
ed to be quite unavailing, and a wide path of
flame sped on its way through the shops and
houses of this densely populated district. At 2
a.m. houses and shops covering about 250
yards by 100 yards had been consumed and the
heat was so great that some mud godowns were
also destroyed. The fire quickly gathered every-
thing into its devouring maw and destroyed the
houses along the creek near Yokohama Station,
destroying even the telegraph and electric
poles along the bank. The Yokohama Rail-
Station was in danger of being burnt for a time.
Confusion and excitement prevailed and the
scene in the neighbourhood of the outbreak was
indestructible. The unfortunate house-holders
were running in all directions in a frenzied con-
dition, bearing in their arms or on their backs
children of house-hold furniture. Great diffi-
culty was also experienced by the firemen on
account of the narrow roads. From the top of
Nogeyama hill, the scene resembled a roar-
ing crater, the wind quickly dispersing the
smoke. All the streets and open places were
quickly filled with furniture and were impos-
sible. At about 4 a.m. the tired firemen whip-
had tried their best to overcome the flames, but
failed owing to the scarcity of water coupled
with the strong wind, found it impossible to
control the outbreak. In Kanazakicho, a hose
was brought to a burning house, but the water
did not reach the foot, and the firemen were
reduced to destroying houses in the hope of
checking the flames. Water sent through the
hose against the wind was blown back into the
faces of the firemen owing to the miser-
able force behind it. Many women were seen
crying over their destroyed houses and lost
property. The creek banks were piled with
furniture, but great consideration prevailed as
the sparks fell continually on the goods. Piles
of furniture were also seen in Menji-zaka
and Sakuragi-cho many hundreds of yards
from the outbreak. The authorities lost no
time in establishing relief stations where the
immediate wants of many people have been
attended to since the morning. The damage
is now under investigation.

FINANCIERS AND THE FAR
EAST.

MR. SCHIFF'S SPEECH.

The attitude of a certain section of American
opinion towards world politics in general and
Far Eastern politics in particular was brought
into relief by Mr. Jacob H. Schiff, the financier,
in the course of a discussion at the New York
Republican Club upon "Race Prejudice." Mr.
Schiff, it will be remembered, floated the
Japanese loan in New York during the Russo-
Japanese war.

After saying that he believed, although he
hoped he was wrong, that a "mighty war" was
bound to be brought on by the complications
in the Far East and that the recent Japanese
victory was "the dangerous thing," Mr. Schiff
continued:—

I was greatly mortified a few weeks ago
to learn that Japan had joined hands with
Russia—Russia the enemy of all mankind.
Russia and Japan have only one purpose in
this union. They want to keep China in a
state of vassalage. "Peculiar Albion," which
professes to be the enlightened friend of all
mankind, is a party to this compact. This
understanding between Russia, Japan, and
England will constitute, during the next few
decades, the world's greatest menace.

Mr. Schiff is a Jew, a fact to which he
proudly alluded. The Jewish element in this
country is strong enough, when combined with
that kind of misguided sentimentalism which
came to the fore in England last summer, the
case of the Tsar's visit, to maintain a perpetual
if usually disguised, undercurrent of antipathy,
as was the case over the Kishineff affair, be-
comes more or less embarrassing to Washing-
ton and St. Petersburg. Only yesterday it
became known that the American Government,
acting under Jewish pressure, may be expected
again to try to obtain for the American Jews
the same privileges of travel in Russia as for
other American citizens.

The existence of an anti-Japanese sentiment
in America has been proved too thoroughly to
leave any doubt of its significance as a factor
in American international relations.

It is not the least regrettable feature of Mr.
Knox's unfortunate Manchurian proposals that
by their inevitable rejection there should be
given a loophole for the airing of opinions based
partly on ignorance and partly on this double
prejudice. Nothing apparently will persuade
many Americans that Russia and Japan are not
necessarily bent upon the absorption of Man-
churia, and that the other Powers, which can-
not afford to disregard actualities, are not parties
to the plot because they regretted that they
were unable to accept a scheme which was as
Utopian as it was well-intentioned.

U. S. S. "CHARLESTON"
EXPLOSION.

CREW KILLED AND INJURED.

Seven men were instantly killed, one mortal-
ly injured, who died later in the hospital, and
three others slightly injured in an explosion
last night on the cruiser *Charleston*, when the
breach block of a three-inch gun almost
annihilated her crew, reports the *Manila Times*
of 28th ult.

The following were killed: Philip J. McKee,
master at arms, third class; Seaman Walte,
Ansted; Seaman Henry A. Heater; Seaman
Leo Remmel; Ordinary Seaman Harry R.
Gordon; Ordinary Seaman Ralph Barkmar;
Ordinary Seaman Maxie Bainerd; and Private
of Marines, Edard A. Molina.

The accident occurred at 8.50 p.m. yesterday
while the *Charleston* was engaged in target
practice at sea well off Olongapo. The men
were sitting at a moving target under the rays
of a searchlight.

With a muffled report, the breach block of
three-inch rifle No. 3, the second gun from for-
ward on the starboard side, was hurled back-
ward among the men who had crowded close
to the gunner to watch the effect of the shot.

The terrific force with which the block
ploughed through its victims was shown by its
clipping a stanchion, 3 inches of solid steel,
after it had mangled several men.

Among those killed was a passing marine,
who stopped for a few seconds to witness the
shot. He was cut almost in two.

Those who hurried to aid the wounded re-
port that the scene was terrible, the deck
strewn with the remains of the unfortunate
members of the gun crew, and was a veritable
shambles.

A court of inquiry will be appointed to in-
vestigate the accident and if possible place the
responsibility.

Until such investigation is made and report
rendered it will be impossible to place the
blame for the many lives lost in the accident,
as its cause is as yet unknown.

The cruiser *Charleston* will return to target
practice this afternoon at four o'clock.

INTERPORT GOLF.

A SHANGHAI VICTORY.

The golf competition between teams repre-
senting Shanghai and Hongkong took place
on Friday morning, and resulted in a splendid
victory for Shanghai, with a score of 375, as
against Hongkong's total of 574, says the
Shanghai Times of 28th ult. The match was
played on the Recreation Ground, and consider-
ing the wretched state of the weather the scores
registered may be considered as very satisfac-
tory. Starting at ten o'clock in a drizzling
rain the competition was concluded about
one o'clock. The Hongkong representatives
were Messrs. T. S. Forrest, C. E. Anton, C. M.
G. Burnie, Montiech, and Captain Nicholas,
while the following did duty for Shanghai:—
Messrs. J. Dewar, J. B. Ferrier, T. F. Longmuir,
A. R. W. Menzies and G. M. Wheelock. The
best three scores out of the five counted to-
wards the Cup—The Shanghai Challenge Cup
—and the results were as follows:—</

Intimation.



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HONGKONG and KOWLOON.

Hongkong, 21st March, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any returned, etc., nor to return any Contribution.

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BIRTHS.

On March 23, 1910, at Hangchow, to the Rev. W. J. and Mrs. Doherty of the China Inland Mission, a daughter.

On March 25, 1910, at Shanghai, to Mr. and Mrs. Geo. G. Wallace, a son.

DEATHS.

On March 19, 1910, at Kinkiang, William Inglis Mason, of appendicitis, age 58, after 33 years' service in the Imperial Maritime Customs.

On March 27, 1910, at Shanghai, Edward Richards, Captain, 64, *Kingpo*, aged 57 years.

The Hongkong Telegraph

HONGKONG, FRIDAY, APRIL 1, 1910.

CHINA PIG—NEW STYLE.

Whatever may be the objections to China pork there appears to be little objection to China pig; in the shape of iron. A few days ago we learnt that the Hanyang Iron Works had contracted with well known American syndicates to supply for a term of years, at rates with which the West cannot compete, thousands of tons of pig iron. Iron from China has before this appeared on the New York market but more or less in an experimental capacity. The stage of experiment has now been passed and it may be taken that the present contract marks the beginning of China's competition with the Black Countries of the West for the supply of the most important metal that has yet been hammered to the use of man. The beginning is significant. It comes at a time when the relations between capital and labour in the West are in a condition of permanent strain. Each has realized its power

in the past and each is at present striving for mastery; each is at present very largely blind to the fact that mastery lies neither with the one nor with the other but with co-operation against outside forces. It may be that a temporary victory will go to capital by virtue of its independence of organized labour through the supplies derived from China; but ultimately it cannot be so. The time is sure to come when the Chinese workman will demand for himself and his family a higher standard of comfort, if not of living, and then organized labour, as we understand it in the West, will raise its head. In the meantime the economic efforts of China pig must be far-reaching. The contract to which we have referred is not by any means the best that could be made from the Chinese point of view. The great success of the Hanyang Iron Works may be admitted but that does not blind one to the fact that economically there are scores of better places in China for doing exactly the work that they are doing. They derive their coal supplies from a considerable distance, and though the cost of transport may be very small these items count, and there are many places where both coal and iron are found together, and many where the necessary limestone flux may also be obtained without transportation. The present victory of China pig is thus a victory against odds, and when the odds are removed, unless new factors enter into the situation, the victory will be complete. But the new factors are an unknown quantity; and on them the West may perhaps for the present rely.—*Shanghai Mercury.*

LOCAL AND GENERAL.

DR. G. E. Morrison left Suchoo (Kansu) for Hami, Sinkiang, on March 30.

It is proposed to obtain a further loan of £2,000,000 for the Tientsin-Pukou Railway.

News has reached Shanghai that Newchwang was opened after the winter isolation on the 19th ult.

CHINA and Japan have entered upon a Postal compact, the terms of which will shortly be made public.

A TELEGRAM from Lisbon, dated March 3, reports that a Portuguese sloop which was just leaving the Azores foundered, the crew of thirty-three all being drowned.

A TUBERCULOSIS Conference will be held in Brussels in October and the Waiwupu intends to appoint the Minister to Belgium to attend as delegate.

DETECTIVE-Sergeant Terrell charged a Chinese married woman at the Magistracy this morning for keeping a sly brothel at No. 3, Kwai Wah Lane. A fine of \$100 was imposed.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 19th March amounted to 27,563 tons and the sales during the period, to 24,949 tons.

THE United States Consul in Canton recently communicated with Viceroy Yuan Shu-hsin, asking him to prohibit anti-Christian feeling among the people of the Sunning district in Kwangtung province.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the hospitals:—

A. L. Stein \$10

Mr. Lloyd George, Chancellor of the Exchequer, has delivered an inaugural address to the Gladstone League, at the Queen's Hall. The object of the League is to stir up the electorate throughout the country.

A new committee is about to be formed in the House of Commons to watch Chinese matters, more particularly commercial aspects, as it is felt by many that British trade interests are being needlessly sacrificed to diplomatic considerations.

Two chair-bearers were each fined \$5 in the Police Court this morning and were further bound over in the sum of \$25, personal bond, to keep the peace for six months, for assaulting a ricksha coolie. All the men live in Aberdeen Street and the assault was the outcome of a quarrel.

TELEGRAMS from Mukden state that an American capitalist recently applied for the right to exploit a mine near Chiochou. He has now formally suggested co-operation between China and the United States in its working. H. H. Hsi Liang, Viceroy of Manchuria, has ordered minute investigations to be made.

CHAN Tai Tai, owner of licensed passage boat No. 1133, prosecuted Chan Sai, second master of the steam launch *Lee To* for unlawfully disregarding the rules of the water 7.30 p.m. on the 28th ultimo. He stated that he was moored at the wharf at Yaumati. It was dark, but he had a light showing above gunwale, and the launch was coming from Hong Kong and going to the wharf opposite the Police station at Yaumati. He was lying about 7 yards from the wharf. After hearing further evidence the Marine Magistrate dismissed the case.

A SAN death from small-pox has to be chronicled at Shanghai, on 28th ult., Captain Richards, of the str. *Kingpo* having succumbed to the dread disease. Captain Richards had been taken to the Isolation Hospital only a few days ago and despite every care he passed away on Sunday night. He had been master on the coast since 1901, and had made many friends who will learn of his death with much regret. He leaves a wife, who is at present at home, and a sister and brother in Shanghai, and these will have the sympathy of very many friends in their sad affliction. The steamers of the C.N. company to port all flew their flags at half mast out of respect for his memory.

THE HASTINGS CASE.

PRISONER CONVICTED ON A MAJORITY VERDICT.
SPECIAL JURY ADDS A RIDER TO THEIR VERDICT.

Before Mr. W. Rees-Davies, K. C., Acting Chief Justice, and a special jury at the Criminal Sessions this morning the case was continued, in which Lam Fuk Chiu, alias Chung Yau Li, was indicted on the following three counts:—(1) Conspiring with others with intent to defraud any person willing to lend money; (2) conspiring with others with intent to defraud Mr. John Hastings, solicitor; and (3) obtaining two cheques for the sums of \$9,000 and \$14,000 odd from Mr. John Hastings by means of certain false pretences, to wit, the production of a forged Crown Lease. Mr. M. W. Slade, K. C., instructed by Mr. F. B. L. Bowley, Crown Solicitor, prosecuted and Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, appeared for the defendant.

The jury were as follows:—Messrs. C. G. Gok (foreman), L. Gibbs, C. F. G. Grimble, C. Montagu Edg, J. T. Douglas, A. O. D. Gourdin and H. Pinckney.

Mr. Slade having addressed the jury for the prosecution, Mr. Alabaster rose to address the jury on behalf of the prisoner. After remarking that he felt sure that the jurors would perform their duty conscientiously and well, he said that the question was not whether the prisoner was in it or not but whether he was an accessory before the fact with regard to the crime with which he was charged. When they seriously considered the evidence, they would find that the whole thing was a "monstrous perjury"—he would not say "prosecution"—which had been conducted in a most venomous spirit. His friend had through-out tried to twist him for not calling evidence on behalf of the defendant.

That had been the sum-total of his words yesterday and that was the sum-total of his address that morning and it had utterly and miserably failed. He did not put in evidence for the defendant, because it was not for him to prove the innocence of the defendant but it was for the prosecution to prove the case to the hilt. Had he put in any evidence, had he even put forward a weather report or a document, his friend would have had the tactical advantage of addressing the jury first. Counsel went on to say that there was an Act of Parliament which provided that Counsel could not say certain things in the interest of propriety and he had thought that his friend's experience was sufficiently great to have prevented his doing so.

Mr. Slade—I object. My friend should not suggest to the jury that I've broken an order of Parliament.

Mr. Alabaster said that knowing that prisoner's wife and another man were the only witnesses who could have given evidence for the prisoner, his friend twitted him for not doing so.

Mr. Slade—I object.

His Lordship—I don't understand your interruption, Mr. Slade.

Mr. Slade—I cannot allow my friend to suggest that I've deliberately broken a rule of law.

The woman whom I for politeness' sake called prisoner's wife was in point of fact merely a kept woman.

Proceeding, Mr. Alabaster said that there was the question of the cheque. If prisoner was really guilty of the crime charged against him, it was much more likely that he would have signed the document in the name of some genuine person or in that of a near relative; whereas the evidence showed that defendant was known as Lam Fuk Chiu and had been Lam Fuk Chiu all his life. Then there was the question of who got the bulk of the money with regard to the fraud. It had been clearly proved, and there was Mr. Wakeman's word for it, that the fraud must have been committed in the Land Office with the knowledge of the Land Office. The man who perpetrated the fraud must have been a Chinese in a responsible position. It could not have been a clerk. There must have been at least one, possibly two and probably three or four. Counsel then proceeded to deal with the question of the alleged confession of the prisoner. Counsel read the statement of a certain learned Judge, in whose opinion these alleged confessions were supposed to be born of penitence and remorse. They only existed outside the Court-room and suddenly vanished on prisoner's appearance in the trial-chamber. That was the opinion of the learned Judge and he wished the jury to hold the same opinion. With regard to the story of the Chinese detective, Counsel declared that it was a well-known fact that a policeman's duty was to keep his mouth shut, his ears open, his note-book before him and his pencil in his hand (laughter). The detective took down what he considered important but in that particular case, the detective said he had left his note-book in his portmanteau or valise. He knew perfectly well that those behind the prosecution.

Mr. Slade—I am instructed by the Attorney-General. It's purely a Crown prosecution. Mr. Alabaster—I know it's a Crown prosecution but the Attorney-General is not here. Mr. Slade—My friend wishes to suggest that there's somebody behind me besides the Crown. I am instructed and retained by the Government of this Colony.

Mr. Alabaster—I am sorry I brought out the matter.

His Lordship in summing up said, that with regard to the third count, before a conviction could be obtained, the jury must be satisfied that prisoner knew of the forged Crown Lease but he did not think there was any evidence as to that. There was no "guilty knowledge" on the part of the prisoner and he therefore directed the jury to acquit the prisoner on that particular count. His Lordship then proceeded to define the law of criminal conspiracy and after briefly reviewing the evidence he directed the jury that if they were satisfied to the exclusion of all reasonable doubt, that prisoner did not commit the crime charged against him, it was their duty to discharge the defendant.

The jury retired and after a few minutes returned with a verdict of guilty in respect of the first two charges, by a majority of five to two, and a unanimous verdict of not guilty on the last count.

Mr. Alabaster, asked his Lordship to reserve the points.

His Lordship said he did not think it was necessary to reserve the points.

Mr. Alabaster—Will your Lordship take into consideration the fact that it is a majority verdict?

His Lordship—Yes. The foreman of the jury at this point announced that the jury wished to add the following rider to their verdict: "That the jury are of opinion that this trial has revealed the existence of very serious and exceedingly dangerous irregularities in the conduct of the business at the Land Office. They view with deep concern the fact that it has been possible for unauthorised persons to gain access to the Land Register and to so mutilate, by erasures and alterations, its record of rightful ownership of unencumbered property as to practically remove the title. We further think that such important documents as original uncompleted Crown Leases and their counterparts ought to have been kept in sufficiently safe custody to preclude the possibility of fraudulent persons from gaining possession and perpetrating frauds such as that which has given rise to the present trial."

His Lordship—Full consideration will be given to your rider, gentlemen. The prisoner on being asked if he wished to make a statement before sentence was passed on him, said he wished to know the nature of the charges against him. This having been explained to him, he made a long statement, in the course of which he attributed the criminal proceedings against him to the malice and revengeful spirit of a fellow-compatriot.

Mr. Alabaster—My Lord, I was surprised to hear that prisoner doesn't know the nature of the charges against him. It is possible that he may not have understood the indictments but if he has understood the evidence, I'll be sufficient to meet the case.

His Lordship (To the Court interpreter)—Did you read out the indictments to the prisoner?

The Court interpreter—Yes, my Lord. I read out the indictments in full and prisoner said he understood them and I at the time pointed out the fact to your Lordship.

His Lordship in passing sentence said that he took into consideration the fact that prisoner was a young man and just starting on his career. He hoped that after the expiration of the term of imprisonment which he was about to inflict on him, he would try to lead a straightforward and honest life. He would inflict the least term which he felt he could possibly do in justice to the circumstances of the case. The sentence of the Court would be one year's hard labour.

VOLUNTEER FUNERAL.

THE LATE CORPORAL HIRST.

Corporal Hirst, of the Hongkong Volunteer Engineer Company, died this morning at the Government Civil Hospital, and was accorded a military funeral this afternoon. The Volunteers paraded at the Monument at 5 p.m. under the command of Lt. Col. Chapman and the officers of the Corps were also present. The funeral was headed by the Band of the Buffs. The firing party was composed of men of deceased's Company.

THE PENALTY OF STOWING AWAY.

EUROPEAN SENT TO PRISON.

In H.B.M.'s Police Court, Shanghai, on 28th ult., before Mr. Lindsey Smith, sitting as Police Magistrate.

William Fletcher was charged with having stowed away on board the M. M. str. *Polytechnic*, thereby cheating the company of the amount of fare from Hongkong to Shanghai.

His Worship said he understood that the prisoner was arrested by the French authorities and had been kept in prison for ten days. Some sort of inquiry had been held by the French authorities, and the prisoner did not deny having stowed himself away.

Prisoner said that that was so.

His Worship—You admit you went on board at Hongkong without a ticket, and landed in Shanghai without having paid your fare?

Prisoner—Yes, sir.

His Worship—While you were on board did they make you do any work?

Prisoner—No, sir, none at all.

His Worship—Under section 237 of the Merchant Shipping Act 1894, the sentence which the Court can pass upon you for having committed this offence is a fine not exceeding £20 or imprisonment with hard labour for a term not exceeding four weeks. You have not paid anything for your fare.

Prisoner—No, but I was told when I was before the French Consul that he (the Consul) would put me in jail for having stowed away and when I was finished, that he would turn me over to the British Consul because I had no means of subsistence. I have been in the French jail for ten days, and I thought I had finished my punishment.

His Worship—But the reason you are now before this Court is because the British Consul-General has written to the French Consul-General and said that the only Court which could try British subjects is the British Court. Therefore, for that reason, you being a British subject, you are brought up here. I understand that from the French authorities that you were simply remanded until the ship came back. I take your consideration the fact that you have been ten days in jail, though you have not done hard labour, and I sentence you to three weeks' imprisonment with hard labour.

Prisoner—When I have done that time will I be turned over to anyone else or will I be allowed to go free?

His Worship—No, you will be as free as air when you have finished your three weeks' imprisonment.

BIG YOKOHAMA FIRE.

DETAILS OF THE DISASTER.

We quote the following account of the great fire at Yokohama from the *Japan Herald* of Saturday last (19th ultimo):— One of the most terrible conflagrations ever recorded in the history of Yokohama occurred this morning in the district known as Noge. The fire was first noticed just before 1 a.m., and for five hours the flames, urged on by strong winds, spread devastation through an extensive portion of the business quarters of the Japanese part of Yokohama. The latest returns state that 490 buildings were entirely and 90 houses partially destroyed.

The fire originated in the residence of Mr. Saito Shigefuro, proprietor of the Danjudo, a famous book and stationery dealer, at No. 94, Sauchome, Noge-machi, and is said to have been caused through negligence. The strong south wind prevailing acted as a fan and the house was rapidly destroyed. The flames quickly gained hold in the houses, many of which were reduced to ashes before the fire brigade, put in an appearance. Some of the men attached to the police station endeavoured to prevent the flames leaping across a street, but the houses, which were mostly of wood and were like tinder, as a result of the continued dry weather, seemed to attract the flames. Firemen attached to all the police stations and the engines of the Satsuna-cho Fire Brigade, the Iresaki-cho and the Tobo police stations arrived, but their efforts appeared to be quite unavailing, and a wide path of flame sped on its way through the shops and houses of this densely populated district. At 2 a.m. houses and shops covering about 250 yards by 100 yards had been consumed and the heat was so great that some mad godowns were also destroyed. The fire quickly gathered everything into its devouring maw and destroyed the houses along the creek near Yokohama Station, destroying even the telegraph and electric poles along the bank. The Yokohama Railway Station was in danger of being burnt for a time. Confusion and excitement prevailed and the scene in the neighbourhood of the outbreak was indescribable. The unfortunate house-holders were rushing in all directions in a frenzied condition, bearing in their arms or on their backs children or household furniture. Great difficulty was also experienced by the firemen on account of the narrow roads. From the top of Nogeysama hill, the scene resembled a roaring crater, the wind quickly dispersing the smoke. All the streets and open places were quickly filled with furniture and were impassable. At about 4 a.m. the tired firemen, who had tried their best to overcome the flames, but failed owing to the scarcity of water coupled with the strong wind, found it impossible to control the outbreak. In Hanazakicho, a hose was brought to a burning house, but the water did not reach the roof, and the firemen were reduced to destroying houses in the hope of checking the flames. Water sent through the hose against the wind was blown back into the faces of the firemen owing to the miserable force behind it. Many women were seen crying over their destroyed houses and lost property. The creek banks were piled with furniture, but great consternation prevailed as the sparks fell continually on the goods. Piles of furniture were also seen in Minami-zaka and Sakuragi-cho many hundreds of yards from the outbreak. The authorities lost no time in establishing relief stations where the immediate wants of many people have been attended to since the morning. The damage is now under investigation.

FINANCIERS AND THE FAR EAST.

MR. SCHIFF'S SPEECH.

The attitude of a certain section of American opinion towards world politics in general and Far Eastern politics in particular was brought into relief by Mr. Jacob H. Schiff, the financier, in the course of a discussion at the New York Republican Club upon "Race Prejudice." Mr. Schiff, it will be remembered, floated the Japanese loans in New York during the Russo-Japanese war.

After saying that he believed, although he hoped he was wrong, that a "mighty war" was bound to be brought on by the complications in the Far East and that the recent Japanese victory was "the dangerous thing," Mr. Schiff continued:—

I was greatly mortified a few weeks ago to learn that Japan had joined hands with Russia—Russia the enemy of all mankind, Russia and Japan have only one purpose in this union. They want to keep China in a state of vassalage. "Perfidious Albion," which professes to be the enlightened friend of all mankind, is a party to this compact. This understanding between Russia, Japan, and England will constitute, during the next few decades, the world's greatest menace.

Mr. Schiff is a Jew, a fact to which he proudly alluded. The Jewish element in this country is strong enough, when combined with that kind of misguided sentimentalism which came to the fore in England last summer at the time of the Tsar's visit, to maintain a perpetual, usually slushy, undercurrent of antipathy, as was the case over the Kishinev affair, becomes more or less embarrassing to Washington and St. Petersburg. Only yesterday it became known that the American Government, acting under Jewish pressure, may be expected again to try to obtain for the American Jews the same privileges of travel in Russia as for other American citizens.

The existence of a semi-Japanese sentiment in America has been proved so thoroughly, to leave any doubt of its significance as a factor in American international relations. It is not the least regrettable feature of Mr. Knott's unfortunate Manchurian proposals that by their inevitable rejection there should be given a loophole for the airing of opinions based partly on ignorance and partly on this double prejudice. Nothing apparently will persuade many Americans that Russia and Japan are not so nefariously bent upon the absorption of Manchuria, and that the other Powers, which cannot afford to disregard actualities, are not parties to the plot because they regretted that they were unable to accept a scheme which was as Utopian as it was well intentioned.

U. S. S. "CHARLESTON" EXPLOSION.

CREW KILLED AND INJURED.

Seven men were instantly killed, one mortally injured, who died later in the hospital, and three others slightly injured in an explosion last night on the cruiser *Charleston*, when the breech block of a three-inch gun almost annihilated her crew, reports the *Monter Times* of 28th ult.

The following were killed: Philip J. McKee, master at arms, third class; Seaman Walter Antsted; Seaman Henry A. Heater; Seaman Leo Remmels; Ordinary Seaman Harry R. Graden; Ordinary Seaman Ralph Barkmar; Ordinary Seaman Maxie Barcord; and Private of Marines, Edward A. Molin.

The accident occurred at 8.50 p.m. yesterday while the *Charleston* was engaged in target practice at sea off Olongapo. The men were firing at a moving target under the rays of a searchlight.

With a muffled report, the breech block of three-inch rifle No. 3, the second gun from forward on the starboard side, was hauled backward among the men who had crowded close to the gunner to watch the effect of the shot.

The terrific force with which the block ploughed through its victims was shown by its clipping a stanchion, 3 inches of solid steel, after it had mangled several men.

Among those killed was a passing marine, who stopped for a few seconds to witness the shot. He was cut almost in two.

Those who hurried to aid the wounded reported that the scene was terrible, the deck strewn with the remains of the unfortunate members of the gun crew, and was a veritable shambles.

A court of inquiry will be appointed to investigate the accident and if possible place the responsibility.

Until such investigation is made and report rendered it will be impossible to place the blame for the many lives lost in the accident, as its cause is as yet unknown.

The cruiser *Charleston* will return to target practice this afternoon at four o'clock.

INTERPORT GOLF.

A SHANGHAI VICTORY.

The golf competition between teams representing Shanghai and Hongkong took place on Friday morning, and resulted in a splendid victory for Shanghai, with a score of 515, as against Hongkong's total of 574, says the *Shanghai Times* of 28th ult. The match was played on the Recreation Ground, and considering the wretched state of the weather the scores registered may be considered as very satisfactory. Starting at ten o'clock in a drizzling rain the competition was concluded about one o'clock. The Hongkong representatives were Messrs. T. S. Forrest, C. E. Anton, C. M. G. Burnie, Montiech, and Captain Nicholas, while the following did duty for Shanghai:—Messrs. J. Dewar, J. B. Ferrier, T. F. Longmuir, A. R. W. Menzies and G. M. Wheelock. The best three scores out of the five counted towards the Cup—the Shanghai Challenge Cup—and the results were as follows:—

SHANGHAI.
A. R. W. Menzies..... 168
J. B. Ferrier..... 173
G. M. Wheelock..... 174

Total..... 515
T. F. Longmuir..... 184
J. Dewar..... 184

HONGKONG.
C. M. G. Burnie..... 181
T. S. Forrest..... 205
C. E. Anton..... 208

Total..... 574

*Mr. Montiech

*Scores not returned.

As will be seen from the foregoing Major Menzies made the best score for Shanghai, viz. 168, which gives an average of 42 per round. The local record for 18 holes is 74, and the green record, for nine holes, only, is 35. Playing four rounds therefore the record may be placed at 140, and considering the adverse conditions under which yesterday's play took place Major Menzies' score of 168 may be considered fairly satisfactory. Mr. J. B. Ferrier did his first round in 41, including a three at the seventh hole—a really splendid achievement in view of the state of the weather and the fact that a bogey's score for this hole is five.

THE CHAMPIONSHIP OF THE FAR EAST.
The contest for the Championship of the Far East (Hongkong, China and Japan) will take place to-day, 36 holes, medal play. The following gentlemen have entered their names for this competition:—

Messrs. T. S. Forrest *
Montiech *
C. M. G. Burnie *
C. E. Anton *
J. B. Ferrier *
G. M. Wheelock *
T. F. Longmuir *
J. Dewar *
A. R. W. Menzies *
Osipi, E. L. M. Barrett *
C. T. Beath *
H. M. Smith *

* Hongkong.

* Shanghai.

Of the above it may be noted that Messrs. Ferrier and Wheelock have both held the Championship of Shanghai; Mr. Longmuir has twice been Champion of the Straits, while Capt. Barrett was the runner up in the Championship last year and Mr. Dewar the runner up in 1907 and 1908.

For financial reasons the Porte has decided to postpone until next year the realization of the decision, taken at the suggestion of Germany, to establish diplomatic relations between Turkey and China. The German Foreign Minister, Herr von Schoen, has been asked that this decision constitutes a proof of Turkey's deference to a long expressed wish of the German Emperor.

THE MARITIME CUSTOMS.

COMING CHANGES.

After making the necessary allowance for official indifference of speech, we may welcome the latest changes in the hierarchy of the Imperial Maritime Customs as an indication that the period of making time, already unduly prolonged, is at last coming to an end. It is superfluous to inquire whose susceptibilities are being studied by retaining the fiction of an extension of leave for Sir Robert Hart, who, unhappily, can be under no misapprehension on the subject, owing to the unsatisfactory condition of his health. The point of interest for the Customs Service and for British residents in the Far East is the announcement that Mr. F. A. Aglen is to become Deputy, or Acting, Inspector-General. His name has always been on the list of suitable candidates for the post of Third Inspector-General. There have been many rivals for the office, and a serious obstacle to Mr. Aglen's appointment appeared to lie in the fact that he was not high enough in seniority in the Service. That barrier has, however, been brushed aside, and we congratulate Mr. Aglen on his appointment. The occasion is one when the interests of the Customs must override all personal considerations. Sir Robert Hart has now been away from Peking for two years, and while his name must ever be associated with the splendid service that he virtually created, it is clear that no organization can remain efficient under a prolonged system of "make-shift" management. During Sir Robert Hart's absence Sir Robert Bredon has carried on the work of the Inspectorship-General; but he knew that the permanent post was not to be his, and it is to his credit that the Service has continued to run as smoothly as it has done. It is a matter for regret that the inevitable decision to make way for a permanent Inspector-General was not taken by Sir Robert Hart when he left China in 1908. He would have saved his brother-in-law the embarrassing duties of the last two years. Sir Robert Bredon could well have quitted the Service then in the consciousness of yeoman work done, while he had earned the special thanks of foreign residents in the Far East and of this post in particular by his services in connection with the conservancy of the Huangpu.

It would be a disservice to the new Inspector-General, even while he has to wait for his substantive appointment, to pretend that all is well with the Imperial Maritime Customs. No one can, or would wish to, belittle the grand work performed by Sir Robert Hart in China; but it has long been known that weight of years had told upon his genius for administration, and that he had ceased to be the equal to the task of controlling an ever-extending service, at least with the same unerring instinct that had laid the foundation of his wonderful success. Nor had he any one near enough to him to quicken that instinct or to indicate the lines on which the same results that had been achieved by the personal factor could be attained by a sound matter-of-fact policy indispensable to every large organization. Sir Robert Hart relied upon his judgment of men to help him in the work of building up the Customs Service. Even if it had never failed him, it must ultimately have proved unequal to an organization of such dimensions; and when the system by which it was applied broke down, there was no substitute to take its place, as far as the Service as a whole was concerned. The zenith of a long and striking career had been reached before the Chinese Government asserted its right to direct the destinies of the Maritime Customs. When the Shuiwuchu (Board of Revenue) was established, and Sir Robert Hart was content to walk the sands of Peking, while his independence was being curtailed, it was known that the policy of the line of least resistance had been inaugurated. From that day, whether Sir Robert Hart officiated in Peking or remained in England, the tendency has been to stereotype this policy. If it could be believed that on these lines the interests of China could best be served, no objection would be raised. It is because it is universally held that by such means the Service can only be betrayed and the foreigner in danger of being no longer loyal to his trust that the demand has been made for new blood in the management of the Customs. No conspicuous effort was required to shift gradually into Chinese hands the control of the Service; but it will call for both genius and tact to restore satisfaction throughout the ranks, while convincing the Chinese authorities that national, apart from personal, interests demand a check to the process of substituting Chinese for foreign officials.

Such then in brief summary is the task awaiting Mr. F. A. Aglen in his new post. He starts under favourable auspices, for he is a comparatively young man and he will assume office with the goodwill of the Service. With every prospect of many years before him, his constructive work can be undertaken carefully and deliberately. It is enough that the process of disintegration should be arrested during the period of his acting incumbency and that he should let it be known that it is not necessary for the Service to cultivate a Scotch accent in the place of an Irish brogue. We may hope that the circumstance of his own selection for the post of promotion by Sir Robert Hart will make for the introduction of an era of promotion by merit alone. That this innovation will necessitate a reorganization of the whole Service we are fully prepared to believe, but it is essential for the well-being of the Customs. There will, perhaps, be need for a process of weeding-out. One of the chief causes, however, for dissatisfaction at the present time is, we believe, that merit is not necessarily a stopping-stone to promotion. The story is told that at a certain centre a notification was issued to the effect that promotion would depend upon proficiency in Chinese shown at an approaching examination. When the examination came on, all presented themselves save one, who stood out on principle. Subsequently the promotion list arrived and the only name there

upon it was that of the one who had not entered for the examination. Whether true or not in all its bearings, the story is at least symptomatic of the feeling in the Service, and the fact remains that some of its foremost Chinese scholars have been lost to the Customs in the belief that their prospects were inadequate. Another point calling for settlement in one way or another will be the question of pay which is exercising the minds of many grades of the Service. To make the Service one which men will be proud to join and anxious to remain in will, therefore, be Mr. Aglen's task, while correcting any tendency to impair its efficiency. It is one in which he will have the hearty support of all residents in the Far East.—N. C. Davis.

A FRIEND OF CHINA.

The first of the admirable illustrations in this volume is the late Empress of China, and the book is expressly written with particular reference to that famous lady and the women of the Middle Kingdom. There is a deal to say. Mrs. Conger's husband was American Minister at Peking at the time of the Boxer troubles, and she seems to have taken an active part in biographing about friendly relations between the Empress and the Court and the corps diplomatique, male and female, at a time when such relations were much strained.

Mrs. Conger's letters breathe a laudable spirit of friendliness towards the people of China and of tolerance towards their customs, as all of us must recognise. Though evidently a lady of strong religious views, she is by no means blind to the great merits, religious and other, of the Chinese. She is naturally struck by the deference shown to parents and persons of greater age and rank, by the patient obedience of the Chinaman, who even imparts this quality to his animals, which he will move by persuasion than the whip or rein. She admires, with reason, his great power of self-control, and in the matter of the Boxers she can see their side of the quarrel with the foreigners, though she was one of the sufferers. Her accounts of her visits to the Empress are exceedingly interesting, and she has a whole hearted admiration for that tremendous personage, who was the grandest, most political despot or ruler of the foreigners. At any rate, this volume supplies an additional proof that the Empress was a woman of great gifts, and able to charm all those with whom she came in contact. The account given of the siege of the Legations confirms the opinion some hold that the besiegers never had the smallest intention of pushing the foreigners to extremities, and that the Court was striving at one and the same time to protect the Ministers and to participate in what was obviously a genuine patriotic movement.

Mrs. Conger, with her sympathetic insight into Chinese character, realises that they never worship idols, but the spirit represented by its idol. Like all travellers in China, she admires its architecture, the solemn magnificence of its tombs, and the stupendous labour of its great works, of which the Wall is the classic example. This is a thoroughly interesting volume, and corrects many deep-seated misunderstandings regarding China and the Chinese.—*Pall Mall Gazette*.

"Letters from China." By Sarah Pike Conger. (London: Hodder and Stoughton.) 12s. net.

THE MANCHURIAN RAILWAYS.

GENERAL FUKUSHIMA'S PREDICTION OF A GREAT SCHEME.

On the evening of the 15th ult. the leading Tokyo bankers gave a dinner at the Bankers' Club in honour of General Fukushima, Assistant-Chief of the General Army Staff, General Usagawa, President of the Oriental Development Company, and Mr. Ichihara, President of the Bank of Korea, who are now in Tokyo.

In the course of the banquet General Fukushima, who returned from a tour in Manchuria a few days ago, said that the reconstruction of the Anning-Mukden Railway was progressing more satisfactorily than had been anticipated. It was now expected that forty miles of the new line from Mukden to Sichaow and fifty miles from Anning to Chikwaashan, via Hsiao-feng-cheng, would be opened to public service by October next, and the whole line at the late 1 by December next. When the service on the new line was opened, the journey from Tokyo to Mukden could be accomplished in three days and nights. The service of trains from Harbin might be conducted with the railways in Japan via Fusan through the Anning-Mukden line more advantageously than through the South Manchurian Railway to Dairen. A direct railway service could be opened to Europe from Fusan, but this was only one arm stretched out into the Eastern hemisphere from Europe. It was desirable that a line should be constructed through the centre of China to connect with Central Russia, another line from Fusan to the Malay Peninsula by way of China, Annam, and Burma, and another from the North-West of China, through Central Asia, and India, and Afghanistan, thus making the connection between Asia and Europe by rail. When these lines were completed, the medium of communication and transport in Manchuria could be called complete. He was confident that the construction of these lines would be undertaken sooner or later by the co-operation of the Powers of the world. When these ramified lines were completed, they would all be connected to Japan by the Anning-Mukden, Seoul-Wijo, and Seoul-Fusan railways. Japan would thereby enjoy supreme advantage, her profits from Manchuria and Korea would be immensely increased, and Japan might actually surpass all the other countries of the world in wealth.

General Fukushima will be remembered as making in 1893 a journey on horseback from Berlin through Siberia to Japan, on reaching which he was welcomed by the populace as a

"RULE OF THE ROAD."

CASE AT THE MARINE COURT.

At the Marine Court this morning, before Hon. Com. Basil R. H. Taylor, Marine Magistrate, Chu Min, owner of licensed trading junk No. 561H lodged a complaint against Cheong Fung, master of the licensed steam-launch Kwong Kau for unlawfully disregarding the rules of the road at about 5 p.m. on the 23rd ultimo.

Defendant pleaded not guilty. Complainant stated that at 5 p.m. on 23rd ult. he was conveying salt fish from Samshipo to Salt Fish Depot, West Point, when close to Jardine's Wharf he saw defendant's launch about 30 feet off his stern. She was steering about W. 1. about S. W. She came on and ran into him. The steam-launch did not run into him, but the two cargo boats in tow of her did. The cargo-boats were towing alongside the launch, one each side. It was that on the starboard side which collided with him. No damage was done to the cargo or his junk by the collision, but he was forced down on top of another small junk which was damaged. She was on his starboard side, at anchor in the junk anchorage.

Defendant, in his evidence, stated that he was going from the N. Y. K. buoy to Jardine's wharf, with two cargo boats in tow alongside, one each side. When he was about 300 feet from the wharf he saw the junk coming up astern, and he saw her run into another junk at anchor. They were astern of him at the time. It was blowing hard from N. E. at the time. The cargo boats were loaded. Complainant's junk was going faster than he. He was about 300 feet off when the collision occurred.

Kwok Mi, master of cargo boat 537, also gave evidence, and the case was adjourned till to-morrow at 10.30 a.m. for the junk inspector to inspect complainant's junk.

GROWTH OF VLADIVOSTOK.

POPULATION STATISTICS.

The following official statistics of the population of Vladivostok on January 14th (1st Old Style) are published by the *Daily Vostok*: The total population was 90,662, of which 66,776 were male and 23,886 female. Divided according to nationalities the figures were as under:—

	Male.	Female.	Total.
Russians	31,675	18,776	50,451
Native races (other than Russian)	1,666	843	2,509
Naturalised Koreans	150	98	248
Tungusians	12	4	16
Jews	265	105	370
Tatars	60	10	70
Koreans	2,137	1,079	3,217
Chinese	28,591	17,209	45,800
Japanese	1,437	808	2,245
Europeans	782	454	1,236
Total	66,776	23,886	90,662

It will be noticed that the male population of the port is nearly three times that of the female. The most conspicuous discrepancy is that of the Chinese, where the males outnumber the female by nearly 24 to 1. Classified according to religion, it is noted that the Russian Church claims 54,893 persons, Disenters 161, other Christian sects 893, Jewish 267, Mahomedans 122, Confucians 1,743 and Buddhists 33,852. Births last year numbered 4,127 (1,306 male and 1,921 female) of which 494 (269 male and 225 female) were illegitimate. The deaths were 1,113 (644 male and 469 female). As compared with January 1st, 1909, the population of the port shows an increase of 5,158 (2,100 male and 3,058 female).

OUTBREAK OF LEPROS.

FURIOUS ATTACK ON VILLAGERS.

On Wednesday night, the 16th ultimo, the inmates of the Leprosy Asylum at Ritamura, a suburb of Osaka, broke loose from the asylum and stormed the village. It appears that three lepers deserted the asylum at about 8 o'clock on the evening in question, and attempted to escape by running along the river bank at Nuoya Shiden. They were pursued by a watchman, however, when the villagers came out and, supposing the refugees to be thieves, caught one of them and knocked him down. The other two returned to the asylum and informed their fellow-lepers. Thereupon the whole of the patients, over 100 in number, indignantly marched out and made their way to Nuoya Shiden, where with loud cries they raided the houses of the villagers and smashed everything they could lay their hands on. The staff of the asylum came to the rescue, and after a struggle, got their patients under control and brought them back to the asylum. But here the lepers became more violent than ever and smashed the watch house. At last the police were summoned and the patients eventually brought under control.—*Japan Chronicle*.

THE WEATHER.

The following report is from Mr. F. G. Fisk, Director of the Hongkong Observatory:— On the 1st at 12.05 p.m.—The barometer has risen in Japan, particularly at the Eastern stations. It has fallen moderately over N. China.

The area of high pressure has spread Eastwards and extends now from N. China to the Sea of Japan. Pressure has increased slightly at the station around the China Sea.

Fresh to moderate N.E. and E. winds may be expected in the Formosa Channel and along the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.90 inches.

FORECAST.

1.—Hongkong and Neighbourhood, E. winds, fresh to moderate; cloudy, misty.
2.—Formosa Channel, N.E. winds, fresh to moderate.
3.—South coast of China between Hongkong and Lamook, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

COMMERCIAL.

YARN MARKET.

Hongkong, 1st April, 1910.

Since our last report, the market has been very strong and prices have advanced considerably. The Indian market has been freely purchasing the commodity at the enhanced rates and consequently Chinese buyers have been able to effect purchases at the prices demanded. As a result of this, some speculators have done a big business in forward delivery at an advance of \$1 to \$6 over previous quotations, while others have stood aloof and no sales were effected. During the last week, Bombay, wired to the effect that the millowners were willing to sell for forward delivery at the present quotations, which caused local Chinese buyers to suddenly suspend business. This, coupled with the fact that exchange had assumed a somewhat firm attitude, led the Chinese traders to regard the matter with a certain amount of reserve and at the close there are no buyers on the market, not even the slightly lower rates ruling inducing purchasers to come forward.

No. 6 and 8s.—The former count was in good demand and business was done at an advance of \$1 to \$3. No. 8s. has commanded little attention and whatever business was done was at an advance of \$1 to \$2 per bale.

No. 10s. and 12s.—In these two counts, good business was done at an advance of \$1 to \$4 per bale.

No. 16s.—Very small business done in this count.

No. 20s.—In good demand and an appreciable amount of business done. Prices advanced from \$3 to \$6.

Total sales 11,000 bales.

Unsold stocks 4,000 bales.

Sold but un-delivered in the godown and to arrive 48,000 bales.

Arrivals.—The mail str. *Atsago* and extra str. *Ceylon Maru* and *Ausonia* from Bombay, and str. *C. Apcar* from Calcutta have brought in 4,500 bales for Hongkong, and 10,000 bales for Shanghai, no shipments from Hongkong to Shanghai and Coast ports.

Local Mill.—A very good business was done in this yarn. About 1,000 bales No. 20s. at \$125 to \$131 and about 300 bales No. 12s. at \$110 to \$134.

Shanghai.—Reports indicate a strong market. Good business was done at an advance of 2 to 5 taels higher than previous quotations in spec at No. 20.

Japanese Yarn.—About 500 bales No. 20s. at \$163 to \$171.

Raw Cotton.—A fair amount of business was done in Bengal at \$2 higher per picul compared with last quotation. About 350 bales Bengal sold at \$164 to \$18. Stocks, 275 bales Bengal. Chinese sales, 90 bales at \$41 to \$43; stocks 90 bales. Quotation Bengal \$334 to \$39. Chinese \$330 to \$344.

Rupees, T/T 137. Rupees, D/D 137. Sterling, D/D 115 1/2. Sterling, A/S 119 1/2. Shanghai, T/T 74. Japan 97. Bar Silver 24 3/16.

POLISHWALL & KOTWALL,
Cotton and Yarn Brokers.

INTERPORT ROWING.

HONGKONG'S INVITATION.

The Yokohama Rowing Club has sent an invitation to the hon. secretary of the Hongkong Regatta for the Clubs of the Colony to enter for their Spring Regatta which will take place on Friday and Saturday, 27th and 28th May. Canoeing is also invited. Kobe will undoubtedly enter for all the interport events and most probably Shanghai, too.

The interport events are as follows:—
Fours 1 mile.
Pairs 1 mile.
Double Sculls 1 mile.
Single Sculls 1 mile.

Events Coming.

Friday, 1st April.

Bandmann Opera Co., The Yeomen of the Guard, 9 p.m.

Saturday, 2nd April.

H.K.A.A.A. Sports, Kowloon Cricket Club. Geo. P. Lammet Auction sale of valuable Chinese silver ware, 2.30 p.m.

V. R. C. Boxing and Wrestling Contest, 9.15 p.m.

Football Army vs. Civilians, 4 p.m.

Monday, 4th April.

Geo. P. Lammet, Auction sale of furniture at the "Daytona" Peak Road, 11 a.m.

Public Works Department Crown Land sale, 3 p.m.

National Bank of China, Ltd., Extraordinary meeting, 12.30 p.m.

Philharmonic Concert, at City Hall, 9.15 p.m.

Tuesday, 5th April.

Organ Recital, at St. John's Cathedral, 5.30 p.m.

Wednesday, 6th April.

R. A. Sports U.S.R.C. Ground Kowloon. Hughes and Hough Auction sale of furniture, 2.30 p.m.

Saturday, 9th April.

Boxing at City Hall, 9 p.m.

Wednesday, 13th April.

Union Insurance Society of Canton, annual meeting, noon.

China Traders' Insurance Co., annual meeting, 12.30 p.m.

Friday, 15th April.

Hughes and Hough Auction sale of furniture, at the "Dethick" Robinson Road, 2.30 p.m.

Saturday, 16th April.

First Gymkhana meeting.

Hughes and Hough Auction sale of furniture, at the "Dethick" Robinson Road, 2.30 p.m.

Saturday, 23rd April.

V.R.C. Sports, at the Football Club Ground.

To-day's Advertisements.

NOTICE.

NOTICE IS HEREBY GIVEN that the partnership heretofore subsisting between us the undersigned carrying on business as SHARE and GENERAL BROKERS at No. 5 Queen's Road Central, Victoria, under the style or firm of "VERNON & SMYTH" has been DISSOLVED and the interest and responsibility of the undersigned JOHN YARDLEY VERNON is in the said firm has CEASED as from the 31st March, 1910.

All Debts due to and owing by the late firm of Vernon & Smyth will be received and paid respectively by the undersigned FRANK SMYTH who will continue to carry on the said business under the style or firm of "Vernon & Smyth."

Dated the 1st day of April, 1910.
(Sd.) J. Y. V. VERNON.
(Sd.) F. SMYTH.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 10th March, 1908.

THE HONGKONG AMATEUR DRAMATIC CLUB

PRESENT

"MICE and MEN,"

A Romantic Comedy in Four Acts,

BY

MADELINE LUCETTE RYLEY.

On 12th, 13th and 16th April, at 9 p.m.

Booking at ROBINSON'S from 10 a.m., on Tuesday, the 5th April.
Hongkong, 18. April, 1910.

SALON-CINEMA THEATRE,

WYNDHAM (FLOWER) STREET, OPPOSITE GENERAL POST OFFICE.

BEST ENTERTAINMENT IN HONGKONG.

COMIC and DRAMATIC FILMS.

Miss JESSIE THORNE, Australian Soubrette.

Miss DORIS McAULEY. New Songs and Dances.

Mr. CARL WALLNER, Whistler and Comedian.

DAILY CHANGE OF PROGRAMME, COMPLETE CHANGE TWICE A WEEK.

MONDAY and FRIDAY, DAILY TWO PERFORMANCES.

First commences: 6.30 half-price. Second commences 9.15.

MATINEES EVERY SATURDAY and SUNDAY 4 p.m. Half-price.

Hongkong, 18th March, 1910.



Famed for over
50
years.

CAMBUS
WHISKY

An Ideal Beverage
Soft and delicate.
Highly approved by
the Medical Profession.

THE DISTILLERS CO. LTD.
EDINBURGH

SOLE AGENTS FOR HONGKONG
H. PRICE & CO. 112 QUEEN'S ROAD.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
11 DAYS TO KOKURA, 11 DAYS TO VANCOUVER, 11 DAYS HONGKONG TO VANCOUVER, 11 DAYS VANCOUVER TO HONGKONG.

Proposed Sailings from Hongkong and St. John, N.B., &c.
(Subject to alteration).

From Hongkong	From Quebec
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, APRIL 23RD.	FRIDAY, MAY 20TH.
"EMPRESS OF INDIA"	"ALLAN LINE"
SATURDAY, MAY 14TH.	FRIDAY, JUNE 10TH.
"MONTEAGLE"	"EMPRESS OF BRITAIN"
TUESDAY, MAY 24TH.	FRIDAY, JULY 1ST.
"EMPRESS OF JAPAN"	"ALLAN LINE"
SATURDAY, JUNE 4TH.	FRIDAY, JULY 23RD.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, JUNE 25TH.	FRIDAY, AUGUST 12TH.
"EMPRESS OF INDIA"	
SATURDAY, JULY 16TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line)

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
J. W. GRAHAM, General Traffic Agent,
Corner Pedlar Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
SHANGHAI via SWATOW	"HANGSANG"	SUNDAY, 1st April, Daylight.
SINGAPORE, PENANG & CALCUTTA via SWATOW	"HANGSANG"	MONDAY, 4th April, Noon.
SHANGHAI	"CHOYANG"	MONDAY, 4th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA via SWATOW	"CHOYANG"	FRIDAY, 8th April, Noon.
MANILA	"YUENSANG"	FRIDAY, 8th April, 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers "Kaitang," "Nagasaki" and "Fooking" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Meiji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE, MATHESON & CO., LD.,
General Managers.

Telephone No. 215
Hongkong, 31st March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO YAIL
TIENTSIN	"KURICHO"	2nd April, 4 P.M.
AMOI, OBU & ILOILO	"KAIKONG"	2nd " 4 P.M.
SHANGHAI	"LINAN"	3rd " Daylight.
TIENTSIN, WEIHAIWEI, CHEFOO	"82 OHUEN"	3rd " Daylight.
AND NEWCHANG	"CHIEHI"	3rd " Daylight.
HONGKONG	"TAMING"	5th " 3 P.M.
MANILA	"ANHUI"	7th " 4 P.M.
SHANGHAI	"CHINHUA"	10th " Daylight.
MANILA	"TEAN"	12th " 3 P.M.
SHANGHAI	"CHENAN"	14th " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	21st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chienan, Chienhua, Chienhua, Chienhua) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Wusung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 10.
Hongkong, 1st April, 1910.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED

Steamship	On	Captain	For	Sailing Dates
KOHU	25th	A. Fraser	MANILA	SATURDAY, 2nd April, at Noon.
LAURO	25th	R. Rodger	"	SATURDAY, 9th April, at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 2nd March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE,"

Captain G. C. Cundy, will be despatched at above about 6th April.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 28th March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE,"

Captain H. C. Norris, will be despatched at above on 21st April.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 2nd March, 1910.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.)

Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For

Steamers

G. Tonnage

Leaves

TACOMA via MOJI, KOBE

AND YOKOHAMA

Do

"SEATTLE MARU"
	Capt. T. Saito	6,182	WED'DAY, 20th April, at Noon.
	"CHICAGO MARU"	6,182	WED'DAY, 18th May, at Noon.
	Capt. I. Goto		

The Co.'s newly built steamers have fair speed. Superior accommodation for stowage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For

Steamers

Leaves

IAMSUI v. SWATOW & AMOI.

"DANIN MARU"
	Captain Y. Kishitani		SUNDAY, 3rd April, at 10 A.M.
SHANGHAI via SWATOW, AMOI and FOOSHOW	"CHOSHUN MARU"		THURSDAY, 7th April, at 8 A.M.
	Captain E. Suruga		
ANPING via SWATOW and AMOI	"SOSHI MARU"		WEDNESDAY, 13th April, at 10 A.M.
	Captain Y. Yamamoto		

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 31st March, 1910.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.

STEAMERS.

SAILING DATES, 1910

MARSEILLES, LONDON

AND ANTWERP via

SINGAPORE, PENANG,

COLOMBO AND PORT

SAID
	"MIYASAKI MARU,"	Tons 9000	WEDNESDAY, 11th April, at Daylight.
	Capt. T. Murai		
	"KITANO MARU,"	Tons 9000	WEDNESDAY, 27th April, at Daylight.
	Capt. F. K. Cops		
	"SAYO MARU,"	Tons 7000	WEDNESDAY, 11th May, at Daylight.
	Capt. T. L. Harrison		

VICTORIA, B.C., & SEATTLE

"KAMAKURA MARU,"

Capt. K. Kori,

Tons 6500

SATURDAY, 23rd Apr. From KOBE.

VICTORIA, B.C., & SEATTLE

"INABA MARU,"

Capt. K. Kawa,

Tons 7000

TUESDAY, 26th April, Noon.

ROBE, YOKKAICHI, and

"TAMBA MARU,"

Capt. K. Sato,

Tons 7000

TUESDAY, 24th May, at Noon.

SYDNEY AND MELBOURNE

"YAWATA MARU,"

Capt. T. Sekine,

Tons 5000

FRIDAY, 15th April, at Noon.

ISLAND, TOWNSVILLE

"NIKKO MARU,"

Capt. M. Yagi,

Tons 6000

FRIDAY, 15th May, at Noon.

BOMBAY, via SINGAPORE

"TOSA MARU,"

Capt. Y. Nomura,

Tons 6000

TUESDAY, 5th April, at Noon.

SHANGHAI AND KOBE

"BOMBAY MARU,"

Capt. Teraoka,

Tons 5000

TUESDAY, 12th April, at Noon.

NAGASAKI, KOBE and

"NIKKO MARU,"

Capt. M. Yagi,

Tons 6000

WEDNESDAY, 15th April, at Noon.

KOBE and YOKOHAMA

"SADO MARU,"

Capt. S. Horiuchi,

Tons 7000

FRIDAY, 1st April, at 4 P.M.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office at Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,

Agents at Hongkong.

No. 4 Queen's Building, Telephone 950.

Hongkong, 28th January, 1910.

Shipping—Steamers.

JAVA-ASIATIC S.S. CO.

FOR SAN FRANCISCO.

(Taking through Cargo to Los Angeles).

THE Steamship

"STRATHSPEY"

will be despatched for the above Port on or about the 2nd April.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 22nd March, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on WEDNESDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which assures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 14th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VANCOUVER, E.G., TAGOMA & SEATTLE

via

MOJI, KOBE AND YOKOHAMA.

Steamer

Tons

Captains

Sailing Date

Aymara
	4,500	J. Boyd	1910 7th April
Sumatra			14th May
Oceania	4,500	F. W. Davies	11th June
Kumera	6,750	J. Mathie	15th July

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Agents.

Queen's Buildings.

Hongkong, 4th March, 1910.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

via PORTS AND SUEZ CANAL

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S. "SIKH"
	On 29th March.		
FOR NEW YORK AND BOSTON:			
S.S. "DAORE CASTLE"	On 12th April.		
For Freight and further information, apply to			
DODWELL & Co., LIMITED.			
Agents.			
Hongkong, 12th March, 1910.			

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INVERIC"

will be despatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to

ARNHOLD, KARBURG & CO.,

General Agents.</

SHARE QUOTATIONS

Supplied by Messrs. E. S. KAPOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE REVENUE OF PROPERTY BASED ON LAST YEAR'S DATA.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	220,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,000,819	\$25/- for half year ending 31.12.09 @ 5% 1/2 = 5 1/2	\$50 sellers London 259
National Bank of China, Limited	99,925	7	£6	£4,000 £1,000,000	\$30,558	\$1 (London 3/6) for 1909	\$76 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,183 \$108,791	none	\$10 for 1908	\$170 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 22,100 Tls. 33,553 Tls. 140,580	Tls. 207,573	Final of 7/6 making 15/- for 1908	Tls. 125 buyers
Colon Insurance Society of Canton, Limited	12,400	\$250	\$100	£100,000 £100,000 £100,000	\$4,654,901	Final of 5/- making 5/- for 1907 and interim of 5/- for 1908	\$910 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000 \$100,000	\$7,751	\$12 and bonus 5/- for 1907	\$530 buyers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$100,000 \$100,000	\$375,541	\$6 and bonus 5/- for 1907	\$109 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$154,183 \$108,791	\$168,712	\$27 for 1907	\$357 buyers
SHIPPING.							
Obata and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$7,000 \$7,000	\$1,095	\$1 for 1906	\$7
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	Nil	\$1 for year ending 30.6.1908	\$32 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$100,000 \$100,000 \$100,000	\$80,766	Final of 1/- for account 1910	\$304 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£100,000 £100,000 £100,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/2 1/2 = 3. 154	\$68 buyers
Do. (Deferred)	60,000	£5	£5	£100,000 £100,000 £100,000	£13,755	3rd in. of 3/- per sh. (coup. No. 12) making in all 4/- for 1908 & interim of 1/- for ac. '09	91/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£100,000 £100,000 £100,000	£61,817	\$1.00 for year ending 10.4.1909	\$26 s.
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000 \$100,000 \$100,000	\$1,121	\$2.50 for year ending 10.4.1909	\$144 sellers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$150,000 \$150,000 \$150,000	Dr. \$5,858	\$5 for year ending 31.12.08	\$164 ex div. b.
Luon Sugar Refining Company, Limited	7,000	\$1	\$100	\$100,000 \$100,000 \$100,000	Dr. \$15,801	\$5 for 1897	\$29 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.8.09	Tls. 850 sales
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	Pa. 1	£1,000,000 £1,000,000 £1,000,000	43	Final of 1/6 making 1/- for 1909	Tls. 184
Headwaters Mining Company, Limited	60,000	Pa. 10	Pa. 10	£100,000 £100,000 £100,000	none	First year	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£100,000 £100,000 £100,000	£1,191	No. 12 of 1/- = 48 cents	164 sales
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,000 \$45,000 \$45,000	Dr. 17,421	\$1.75 for year ending 31.12.08	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$350,000 \$350,000 \$350,000	\$50,108	None	\$60 ex div.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$100,000 \$100,000 \$100,000	\$13,715	Interim of 1/- for account 1909	\$58 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 0.26	Interim of Tls. 24 for 1910	Tls. 81
Shanghai and Hongkong Wharf Company, Limited	30,000	Tls. 1	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 120 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	Tls. 102 sellers
Central Stores, Limited	50,123	\$5	\$5	\$1,000 \$1,000 \$1,000	\$24,641	\$1.20 on old and 60 cents on first new issue interim of \$2.40 on old and 40 cents on new shares for account 1909	\$16 buyers \$107 ex div. s. \$53 ex div. s. \$101 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$60,000 \$60,000 \$60,000	\$19,272	Interim of 3/- for account 1909	\$81 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$100,000 \$100,000 \$100,000	\$27,912	45 cents for 1909	\$28 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$100,000 \$100,000 \$100,000	\$5,471	\$24 for 1909	\$28 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	\$21,404	Interim of Tls. 3 for account 1909	Tls. 105 s.
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	\$1,956	Final of 1.18 for account 1909	\$42 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000	11,956	Tls. 11 for year ending 31.10.09	Tls. 129 sales
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 100,000 Tls. 100,000 Tls. 100,000	10,992	50 cents for year ending 31.7.08	\$61
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$5	\$100,000 \$100,000 \$100,000	\$9,553	Tls. 7 1/2 for year ending 30.9.08	Tls. 66 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 8,172	Tls. 6 for 1909	Tls. 75 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 4,829	Tls. 50 for 1906	Tls. 360
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 15,021		
MISCELLANEOUS.							
Ball's Asbestos Eastern Agency, Limited	8,664	12/6	12/6	£1,500 £1,500 £1,500	£648	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	Nil	60 cents for 1909	\$10 b. & s.
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$61,138	50 cents for year ended 28.2.08	\$6 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$1,407	80 cents for 1909	\$84 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000	\$1,891	\$1.20 for year ending 31.7.09	\$18 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$1,756	Interim of 35 cents for account 1909	\$64 ex d. s. & b.
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$670	80 cents for year ending 31.12.08	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$600,000 \$600,000 \$600,000	\$5195	\$1 and bonus 30 cts. for year ending 29.2.09	\$201 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$756	Final of \$8 for 1909	\$165 ex div. s.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$8790	Final of \$1 making in all \$2 for 1909	\$164 sellers
Maatschappij tot Nijverheid en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 547,500 Tls. 547,500	Tls. 316,682	4th interim of Tls. 124 for 1909	Tls. 1,500 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	\$1,204	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	\$144 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	18,640	None	\$130 buyers
Philippine Company, Limited	75,000	\$10	\$20	\$750,000 \$750,000 \$750,000	Pa. 18,640	Final Tls. 5 making Tls. 8 for 1908	Tls. 350 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,800 Tls. 14,800 Tls. 14,800	Tls. 5,250.0	None	\$25 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000 \$150,000	Dr. \$31,006	40 cents for year ending 31.5.09	\$5 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	\$500,000 \$500,000 \$500,000	\$172	60 cents for year ending 31.12.08	\$9 sellers
Yick Yee Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$42	60 cents per ord. share for year ending 31.5.09	\$194 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$1	\$100,000 \$100,000 \$100,000	\$2,611	Final of 30 cts. for 1908	\$7 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1909	\$3
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$105,000 \$105,000			

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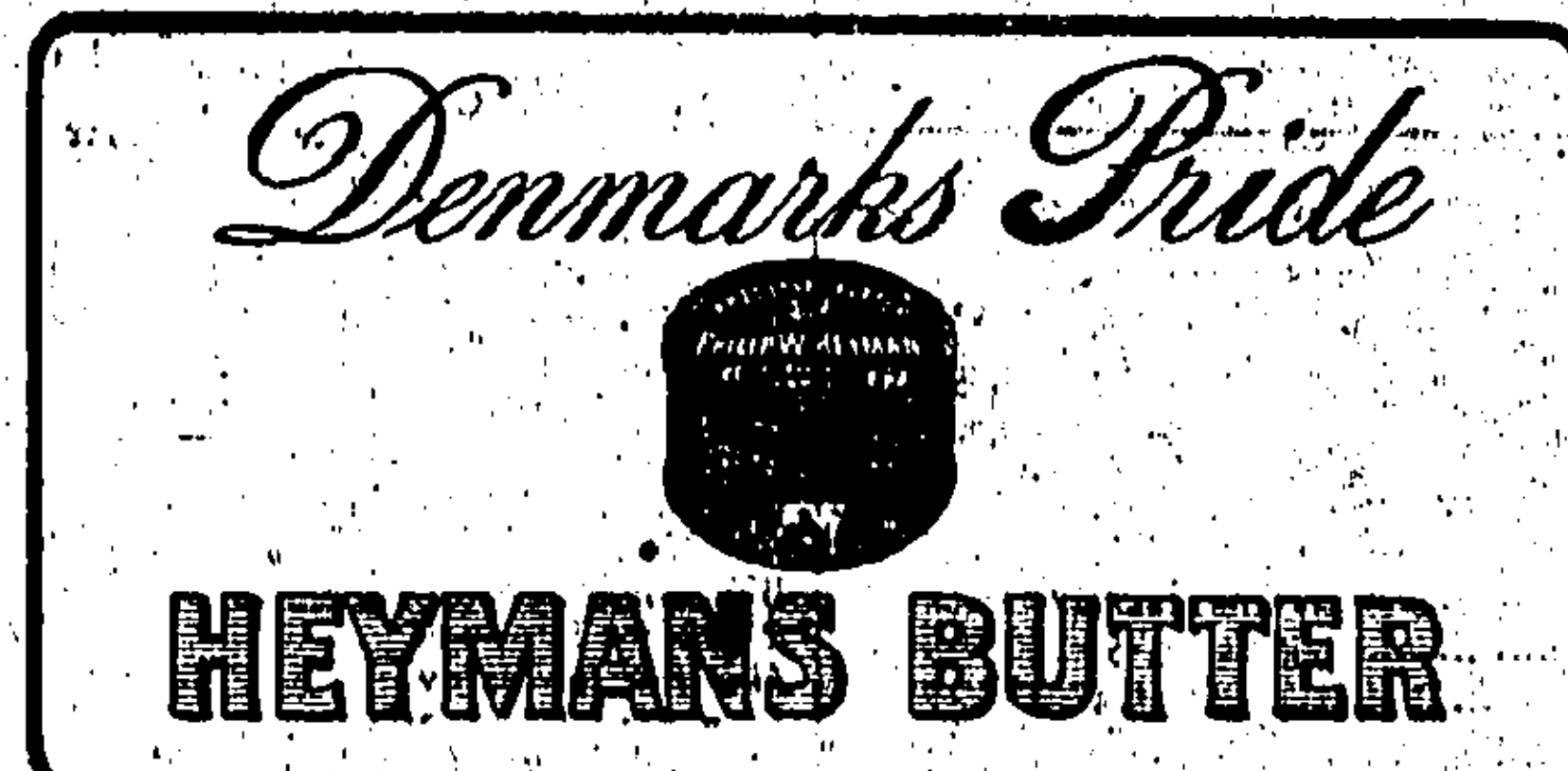
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[42]

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all of the best quality.
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The Hongkong Telegraph

MAIL SUPPLEMENT.

(ESTABLISHED 1881)

NEWSERIES No. 8152

二月廿二日

FRIDAY, APRIL 1, 1910

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SINGLE COPY 5 CENTS

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The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, APRIL 1, 1910.

THE SILVER DUTY.

(26th March.)

The gradual recovery in the price of silver after the severe slump last month following the announcement of the imposition of an increased duty on the white metal by the Indian Government, once again draws attention to the question of exchange which affects all interests alike in the Colony. In Calcutta there was a strong feeling among the Marwari community against the duty and a leading merchant was of opinion that this duty would tell upon the poor people of India as they were the principal buyers. The market would be low on account of the duty, because firms who had ready stocks would try to sell with profit. When the stocks in India have been decreased there is every chance of the market becoming steady. Those dealers who have sold silver with duty for future delivery will suffer a great deal both in Calcutta and Bombay. Business will remain dull at present until the silver stock decreases. From an Indian contemporary we gather that opinion amongst merchants in Bombay and especially those particularly interested in the bullion market is unanimous in condemning the new tax on silver. The silver market has been much disturbed and it is hardly possible at present to forecast what the effect will be, but European and Indian merchants combine in the opinion that not only is the tax one which will prejudice trade, and one that has been imposed at a most inopportune moment, but that by its failure to give any notice of an impost of such an important character the Government has inflicted a severe injustice upon the commercial community generally. As to what Government may find it necessary to do in the near future there seems, however, to be some division of opinion. In some quarters it is considered that as Government has accepted the necessity of a standard value of silver and has fixed it at Rs. 4d. for the rupee, it will very probably find it needful to increase the import duty next year. More hopeful views, however, obtain elsewhere and amongst other circles it is regarded as possible that Government may reconsider the increase of duty while, at least, it is thought that any silver which had not been shipped at the date of the Financial Statement's introduction will be exempted. The latter, however, will be only a slight mitigation and will do little to relieve the anxiety of those interested in the milling interest as to the effect which the duty will have upon their trade. Depreciation of silver, combined with the high prices of cotton, which at present prevail in local markets, cannot help, it is felt, but materially to reduce profits. At the same time the rates of exchange with China must be affected and as the latter is the one country in the world where cheap silver is most easily obtainable, Bombay exporters were again placed at a disadvantage. From another point of view, it is stated that the tax does an injustice to natives of moderate or small means who turn their savings into the medium of silver. What is regarded as the worst feature of the new proposals is the entire lack of notice of them, and especially their retrospective effect. It has been suggested that the validity of the new rate on consignments which had been shipped before Feb. 25th, the Budget day, should be tested by legal proceedings, but such action was not encouraged by the most responsible firms among the Indian trading community. What is regarded as a more reasonable proposal is that to petition Government to nullify the retrospective action of the tax, instancing the case of the Indian Specie Bank, which has been suddenly called upon to pay about two lakhs of rupees on a consignment which has just arrived. It is also pointed out that if the principle of imposing retrospective taxation is maintained every year as the time for the Budget Statement approaches. As far as the import trade is concerned it will mean an entire withholding of orders during the latter part of January each year, and in this connection, as it synchronises with the advent of the Chinese New Year, another disturbing factor will be introduced into the trade between Hongkong and Bombay, especially in that important commodity, cotton yarn.

THE HUMBLE HONGKONG SHAREHOLDERS.

(28th March.)

It has always seemed to us that the disinclination of shareholders in Hongkong public companies to elucidate facts which may seem obscure to them in matters relating to the enterprises in which they are monetarily interested, is an unfortunate attitude from many points of view. While the shareholder is naturally concerned about his dividend first and foremost, there are companies in Hongkong which are really public concerns in the widest sense and by their success or otherwise can the prosperity of the Colony be measured. For example it is of prime interest to others besides investors and speculators to understand the position of the market in lands and properties, to appreciate the commercial position of "docks" and, indeed, to be able to say whether the Colony as a whole is retreating or advancing. Outsiders scan the annual and half-yearly company reports with as much keenness as the main body of the proprietors and they read the chairman's speech delivered at the annual meeting in the hope that the usual vague statistical statement

may be illumined by the inside knowledge of the directors. But how often do we find the chairman of a company's directors offering explanatory comments on the cut and dried annual report? All the chairman says, in effect, to the five or six shareholders who have been cajoled from the club or the counting house or trusted away from a friendly confab with a bosom friend is—"The report and accounts having been in your hands," etc., winding up with, "Dividend warrants may be had on application," and the meeting is at an end. Not only so, but nobody has asked a question. Nobody would be so audacious as to ask a question. As for offering suggestions to the board of directors that seems to be regarded as a sort of "the majesty" and no one is to be found in Hongkong with sufficient temerity to violate what may be described as one of the unwritten laws of trade. Yet one has only to stroll half a hundred yards from the meeting to find that there are people who wished to find out the truth about this or that or the next transaction, to pierce the veil of mystery hanging over the various items in those wonderful balance sheets which are as silent as the Sphinx so far as giving away information gratuitously is concerned, to discover the meaning of one or other position taken up by the directors. They say to themselves, in a manner of speaking they have come to the meeting prepared to have light shed on abstruse points and at the last moment they have quailed and shrunk into their boots; their courage has been of the puerile order. Of course we do not entirely blame them for their pusillanimity—not in the very slightest. They have spoken their minds to other shareholders and have possibly been led to expect that each and all of them has been incidentally seeking for information, and incidentally bent on depreciating the labour of the directors. And what happens? On arriving at the meeting they find not a body of business-like individuals all intent on dealing with a business matter in a business way—not at all. They find a happy little family party, all gathered round a merry little table, and they also find a dainty little piece of paper thrust into their hands which informs them that they will have the honour of proposing or seconding some vote of little or no importance. And then the sap is taken out of their bones. What are they to do? Is it to be expected that they desire to fly as the stormy petrels whose presence clouds a summer's day? So the meeting passes off amidst the utmost harmony and everybody professes to be delighted. In reality few, if any, of the ordinary shareholders really comprehend the terms of the balance sheet. They know that they have or have not got a dividend which may or may not be satisfactory, but the why or wherefore is beyond them. The chairman has said a few words in dulcet tones and there the matter ends for another six months, when the farce is repeated with the same ease as before, the same old story slightly paraphrased to suit the occasion and the same old notions indicative of appreciation and regard. True, there are one or two of the more important concerns in the Colony which make it their business to take the shareholder into their complete confidence, but they are in the minority. As a matter of fact it is not the directors who are to blame but the shareholders themselves, who are too apathetic to look after their own interests. Contrast the procedure at a company meeting in Hongkong with one in Shanghai or Singapore. The difference is so wonderful as to be amazing. In Shanghai, especially, there is no taking things for granted—every man wishes to know the exact situation for himself. Sometimes the meetings may be rather stormy at the moment, but that soon passes, and the harmony which is the outcome of knowledge reigns supreme, because everybody has either been satisfied or sees his way to obtaining satisfaction. These remarks have been suggested to some extent by a perusal of recent company meetings held in Hongkong as compared with meetings of like importance held in Shanghai. Take the case of the Hongkong Hotel Company, Ltd. We should have expected to hear something about the effect of last year's legislation on the receipts of one of the most profitable and important departments of the hotel business. We allude, of course, to the imposition of license dues in September last. All that we are told about that interesting point is: "It is particularly gratifying that receipts for the half year have been better than they appear, especially when it is borne in mind that our profits nowadays are derived more than was formerly the case, from what may be termed legitimate business of a hotel, viz., the accommodation of travellers as distinct from bar traffic, which in by-gone days yielded such handsome revenues." That is cold comfort for the shareholder, and it is not very lucid to the mind of the average Hongkong resident. For whatever the directors may think, the fortunes of the Hongkong Hotel Company have a decided interest to the Colony generally. It may be impertinence on their part to poke their noses into other people's business, but the fact remains, that the Hongkong Hotel is in the nature of an institution by which the progress and attractiveness of the Colony may to a certain extent be gauged. The operation of the Liquors Ordinance is of vital importance to Hongkong and we should think that the directors of the Hongkong Hotel would be in a position to give valuable information on the subject. However, they know their own business best, but we do think that some of the shareholders might have asked a question of the point, if only out of their curiosity. Certainly at a similar gathering in Shanghai, where a company was engaged in year operations, extending their premises at great expense,

we fancy there would have been inquiries made. But, as we have said, the Hongkong shareholder is a very humble person, something like the lamented Uriah Heep, and so long as he remains content to say "Thank you" for the crumbs which fall from the directors' table he is not likely to be burdened with a superfluity of information concerning his own personal interests.

BEAR AND BITTER.

(29th March.)

One of the principal arguments adduced by those antagonistic to the anti-opium propaganda has been the suggestion that depraved of their shall we say—natural taste in the shape of opium they will turn to those infernal compounds of alcohol which abound in the East. Every European who has been accustomed to take a "peg" occasionally knows the vile character of some of the deceptions which pass muster as whisky or brandy and for that reason most Occidentals who have any respect for themselves refuse to frequent the shady dens, where powerful charms seduce their wits to the destruction of their "internal economy," and when they feel so inclined, patronise the principal hotels. Most Europeans also are well aware that the Chinese are adepts at the art of abstracting the contents of a genuine bottle, of recognised brand and substituting for it a marvellous preparation of their own whose only property is to make intoxication quick and sudden. But curiously enough those very Chinamen who pander to this nefarious trade are the last to indulge in the stuff they dispose. Possibly they are in the same category as those who engaged in the manufacture of jam refuse to taste jam or those in the sale of sweets refuse to look at sweets. Possibly not and probably not. The Chinaman who will religiously sell any liquor that has been fermented at a price which will return him two or three hundred per cent. profit, him in his off moments to the consolation of his opium pipe from which he suffers little or no apparent evil. When that pipe has been withheld by "Act of Parliament" in what direction will he turn? Will he become a paragon of virtue and self-denial, an example to the nations, a pious saint—or will he turn to the gods of his western regenerators? Of course it is a well known fact that some time in the very near future we are all to be rabid, avowed and bigoted abstainers from every thing which contains the smallest percentage of humanity's curse, but at the present time the majority of mankind have a penchant for a passing glass of beer and why it should be thought that the Chinese are better than those who pretend to be their betters we cannot understand. Nevertheless, if we read the speeches of the anti-opiumists aghast, the Chinese are of such superior calibre that once they have lost their inclination for a casual whiff of a casual pipe of opium dross they are to elevate themselves on pedestals of brass and become the envy of all mankind. It is almost inconceivable that there are people in the world who can entertain such nonsense. We must look facts in the face, and whether we lament indulgence in spirituous liquors or not we cannot but recognise that the natural tendency is to turn to some form of relaxation which is neither all vice nor all virtue. For centuries now the Chinese have been addicted to the opium pipe. Their officials and literati, which is the same thing, have had their consultations over a cup of tea and an opium pipe, and yet the intellects of the present generation are as keen as ever, acute enough at all events to discomfit the machinations of foreign adversaries. Is it better then that they should be allowed to indulge mildly in that form of dissipation which has called down the thunder of the wise men of the West or should they be hurried hot foot to the quicksands of raw alcohol? It is a well known fact that spirits exercise a more potent effect on Asiatics than on Europeans although the testotal brigade may not think so. A correspondent in the *Times*, however, brings to notice a paragraph which we had overlooked and which should give pause to those who are anxious for the salvation of the Chinaman's soul. He writes: "In looking through the Straits Settlements Government Gazette, published by authority, dated Singapore, January 14, 1910, Vol. 45, I stumbled across the following paragraph, No. 6 at page 24, in the supplement, which contains the Straits Settlements medical report for the year 1908:—'Lunatic Asylum.—The occurrence of cases of alcoholic insanity among Chinese is increasing. Besides the ordinary forms we are having cases sent up that remain acutely maniacal from one to six weeks and then recover rapidly, and these are not cases of delirium tremens. All give the history of non-addiction to alcohol, a 'big burst' in town, where they drank the common trade brandy to unconsciousness, and a recovery of their senses in the lunatic asylum. Four out of five recent cases recovered within ten days, and the fifth in six weeks. The changeable hallucinatory symptoms, the intense fear, the nocturnal exacerbations, obvious signs of delirium tremens, were wanting in these cases. Three had grandiose delusions, two suffered from delusions of persecution, two strongly pronounced, one was verging on dementia, and but one was 'thickly' violent or markedly excitable. As the brandy they had consumed probably cost about 2s. a bottle, it is possible that it contained other poison or poisons than is usually contained in good sound spirits. What the finale of the present agitation as to the consumption of opium in Asia will be, yet to be learnt, but if cheap alcohol takes its place I dread to imagine the results. This is, interesting reading, and I doubtless the experience throughout China will be to a great extent similar, though official machinery for recording results is more or less non-existent. Seldom have we read a more serious indictment. But we fear it is only the precursor of others still more defamatory if the native instinct for the opium pipe is denied."

WATER AGAIN.

(30th March.)

At last the man has arisen. It must have required courage to deny the statement that our water is "absolutely pure." Many a time we have wondered and considered how Mr. Frank Brown, arrived at his analysis and how it was in contra-distinction to the views of the bacteriologist. The subject is still in travel, but now we know for an assured fact that the water, in fact, is not pure. Most of us, however, have said that long ago. In fact, some of us have been saying it, wondering at the same time what the Water Authority was doing. This new man, Dr. E. A. Shaw, has hit the nail on the head at his first venture. He tells a story of contaminated water, of filter beds that are no filters, and of conditions which we should not like to epitomise. Dr. Shaw has certainly done a service to the community. He is a fitting pathologist of those who have gone before him, but we certainly object to his scheme of roofing to mitigate the evil. When Manson undertook the control of the Birmingham filter beds he made no demands about roofs, although the engineer Watson, another Aberdeen man, held that they should be set. Manson maintained and very rightly, in our humble, unbiased and purely lay opinion, that if a stream could not clear itself through the medium of the filter beds then there was something wrong—always blaming the filters. He said more or less of the same thing about Manchester when he was the chief speaker at the Sanitary Congress. To come back to the point, we all know that while the service is excellent the water is contaminated. A good many people refuse to touch the water until it has run ten or twelve minutes. For what reason? Simply because it is so charged with particles of dirt, which are probably impregnated with some dangerous bacilli or B. coli as they call it—that the habit of drinking a glass of unfiltered water becomes a positive danger. Mr. Shelton Hooper, with less than his usual aggressiveness, put the result of the doctor's report very happily when he said: "I think, in those circumstances, that it would be well to move a resolution, as it would be letting the Government know of the urgency of the matter. If the Board, as a Board, pass a resolution to the effect that it is essential for the public health of this Colony that the service reservoir should be roofed in, and that the Government should be asked to give effect to the resolution as soon as practicable, it will be putting it on record, and will let the Government know that the Board deem it essential." The only thing nobody seemed to care about was the source of contamination. Pass Colonel Bedford, not all the ill of earth come from Mount Austin. If we don't get a clearance from that muddy trickle which calls itself water then our water supply is not above suspicion.

BRING IN THE CHINESE.

Even our cousins are honest. Some time ago we related a story regarding some Chinese gentlemen who were not merely refused admission to the great Republican state but absolutely sent forth on their own business. It must be understood that we do not know those people. So far as we are concerned they might be Hottentots or gentlemen from Timbuctoo. But we thought a wrong had been done. Our *confidants* in Manila also thought so. By great good luck the men who were supposed to be deported have been retained, and marvellous to say, it has been found that they are of the best. In an abnormal sentence the *Cablenews* says: "Many one who is familiar with the legal injustice done to so many of the Chinese residents of the Philippine Islands in the name of the Chinese exclusion law will be glad to know that the Supreme Court has sustained the sensible finding of Judge Crossfield, that there is no authority in law for deporting a bona-fide Chinese merchant doing business in the Philippine Islands. The decision is an oasis in a decidedly arid desert of constructions of the Chinese exclusion law. That is the opinion of an experienced jurist and a journalist. It echoes the statement we have so often made that until that law is—not repealed—modified, so that Chinese can come in untroubled, there will be no peace. We would only beg to submit the latter remarks of our contemporary, who is beginning to see light in this way: 'There are hundreds of other Chinamen in Manila in the same condition as Tan Sam Tao, the principal in the case just decided by the Supreme Court. This Chinaman, who was shown to own P1,000 worth of stock in a concern doing a legitimate business in the Philippine Islands, was arrested for not having a certificate of registration. The immigration authorities proceeded on the doctrine that the man was not a merchant because he did not buy and sell in his own name at a fixed place of business and the rest of the stuff by which a merchant is defined in the Chinese exclusion act. To the credit of the Supreme Court and of Judge Crossfield, who decided the case in the first instance, a precedent that follows the rules of common sense has been established. The court holds in substance that the essential thing is that the Chinaman be a bona-fide merchant in the generally accepted definition of that term.' And yet some people say that the educated opinion of the West is against the Chinese. The Chinese know better."

CANTON DAY BY DAY.

OPTUM LICENCES.

(From Our Own Correspondent.)

Canton, 26th March.
The licences issued to opium smokers have been made of wooden boards measuring 18 by 16 inches each. As these boards could not be concealed in their persons, some of the opium smokers split their licences into two or three pieces, which they put away in their pockets when proceeding to buy opium. The Government Anti-opium Bureau discovering this clever ruse has now given orders to have the opium licences made of tin plates instead of wood, for distribution in future. Ninety thousand such tin-plate licences have been ordered by the Anti-opium Bureau from a tin-plate mill in the city.

AMONG THE PASSENGERS who arrived here in the afternoon of the 23rd instant on board the steamer *Zealandia* was Count von Rex, the new German Minister, who is on his way to Peking.

A rumour is current in official circles to the effect that the present Viceroy of the Two Kwang provinces, H. E. Yuan Shih-kai, will be transferred to Yunnan, and that H. E. Li King-Hua, the Viceroy of Yunnan, will be appointed Viceroy of the Two Kwang provinces.

It has been reported that the Pan-Yu Magistrate, Peking, H. E. Li King-Hua, is in conflict with the law in searching for evidence from a woman some time ago, the Canton Self-government Society has brought the matter to the notice of the Kwangchow Prefect and asked him to take severely deal with Magistrate Young for his illegal action, as torture is not now allowed.

With reference to the murder of Taotai Lau, H. E. Tang Shao-Yi, who is a native of Hongkong and who recently retired from his official position at Peking, visited the new port of Kowloon on the 23rd instant. H. E. Tang was highly pleased on finding that development work was proceeding with considerable energy. To testify to his personal interest in the scheme he entered into a contract with the owners of the land for a piece of ground measuring 100 ching, on which he will build a house for his own residence.

A MURDER RECALLED.
With reference to the murder of Taotai Lau, H. E. Tang Shao-Yi, who is a native of Hongkong and who recently retired from his official position at Peking, visited the new port of Kowloon on the 23rd instant. H. E. Tang was highly pleased on finding that development work was proceeding with considerable energy. To testify to his personal interest in the scheme he entered into a contract with the owners of the land for a piece of ground measuring 100 ching, on which he will build a house for his own residence.

THE LOSS OF THE *Loh Shin* Theatre in the western suburb having expired, the Provincial Education Commissioner has issued a notification inviting tenders which will be opened on the 31st instant for the coming year, the reserve total being \$4,000.

THE NEW NANOHAU Magistrate, Wong Ting, is instructed by the Viceroy to assume charge of office on the 24th day of the 1st moon instead of on the 1st day of the next moon as reported.

THE TWO MEN NAMED Tam Ah Kip and Tam Ah Shao, who were arrested last year for smuggling dynamite from Hongkong to Canton, have been sentenced by the Viceroy to imprisonment for a term of five years each.

A telegram has been received from Peking that the present Tartar General at Canton, H. E. Tsoen Ki, will probably be transferred to the province of Anhui as Governor of that province.

On the 25th instant the new German Minister, Count von Rex, who arrived here on the 23rd instant for the purpose of seeing the city of Canton, accompanied by the German Consul at Canton, Dr. Rosier, paid an official call on H. E. Viceroy Yuan Shih-kai. On the following morning at 9 o'clock, H. E. Yuan proceeded to Shanghai personally to return the visit.

On the 26th instant at 6.30 a.m. the train bound up country from Shek Wai Tong narrowly escaped a serious accident; it was almost derailed when approaching Sai Nam, owing to some of the sleepers being damaged. The train negotiated the track successfully, but it is reported that by some means or another the conductor and two firemen were injured. Work was immediately commenced to repair the track and it was completed without delay, thus enabling trains to run as usual without interruption.

With considerable excitement in Fook, Luen-lau day before yesterday when a madman became frenzied and, taking up a chopper from butcher's stall, in the street, began to chase the pedestrians. It happened that two men, one seventy-six years of age, passed by him when the demented fellow attacked them with the result that both sustained serious cuts on the body. The madman was at last got under control by the police, and was sent to the Taotai of Constabulary to be dealt with.

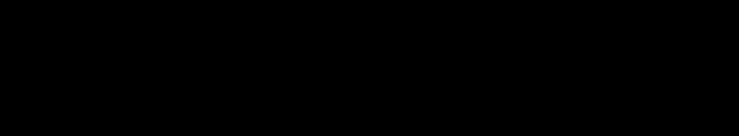
THE SHIH HON KOK department has received a telegram from Shanghai advising that Commissioner An On-Luo, who was deputed by the Ministry of Finance to the Southern capital to inquire into matters connected with the new Salt Monopoly, left Shanghai on the 23rd instant, and is expected to arrive here about the 30th instant.

With reference to the collision between a fire-wood junk and the British steam launch *Tai Shan* near Kowloon, some time ago, when the junk sank and one of the men on board was drowned, the Canton Self-Government Society has forwarded a petition on behalf of the junk owner to the Viceroy asking him to communicate with the British Consul, General at Canton and to request him to settle the case by the payment of compensation to the junk owner by the owners of the steam launch.

It has already been reported that the Pan-Yu Magistrate, Peking, H. E. Li King-Hua, is in conflict with the law in searching for evidence from a woman some time ago, the Canton Self-government Society has brought the matter to the notice of the Kwangchow Prefect and asked him to take severely deal with Magistrate Young for his illegal action, as torture is not now allowed.

Complaints have been brought to the notice of the Viceroy that various persons within the

The image is a high-contrast, black and white photograph. The upper portion shows a dense, grainy texture, resembling a wall or a large piece of fabric. A dark, solid horizontal band runs across the bottom of the image, creating a sharp contrast with the textured area above.



On the Rubber Fields.

MALAYA REVISITED.

EXPERIMENTAL PLANTATION IN HONGKONG.

(Special to the "Hongkong Telegraph.")

Whilst our local investors are feverishly studying the market prices in rubber estate shares and speculating on the rise or prospective fall of Anglo-Malaya, Bukit Rajahs, Valambrosas, Golden Hopes, United Serdangs, Langkats, Glenelgs or any one or other of the well known plantations in Malaya, it remains a peculiar fact that to the ordinary man a rubber plantation has as yet no existence as the rubber tree has to the home punter who puts "both" in the outside chance and yet never was laid down in the meaning of the Act. The latter gets his information about the form of racing horses from the betting lists and his evening paper. In the same way the punter on rubber shares gleams his knowledge of the state of the market from London and local quotations without, in many cases, having any other care than that he is

As in racing, so in rubber, the backer does not stop to consider that he may be laying very long odds on the only point that does count, with him in general is that he is on the favourite who at 100 chances to 100 must inevitably win.

Without going into a discussion of the causes and effects of the rubber which has taken place of recent months in the rating of the rubber world—which is not the object of this article—it is only needed to hint that there is always danger in "booms" and without being sententious one might add that there is an immutable law which says that reaction must follow periods of great activity, as the night follows the day. What has been written does not so much apply to the old-established rubber businesses of Malaya as to the many wild-cat schemes which the rubber frenzy is producing in London with unlimited support forthcoming from Hongkong and other financial centres where there is always a more or less copious supply of

ready for placing in any specious enterprise. That the rubber market may be well maintained for the next three years or so—as to all appearances it will—is ardently to be hoped for, for the sake of the small investor who has staked his little all in one throw and at such prices as can bring him in only a very meagre return on his invested money.

But if Hongkong commercial enterprises are being neglected and local capital deflected from those projects for which it was formerly obtainable, the rubber planting industry goes merely on in the Federated Malay States and is also finding fresh footing in British North Borneo and the Dutch Archipelago. Even the small island of Singapore can boast of its rubber plantations and, by the way, it may be mentioned that the growing of rubber has been essayed even on our own island of Hongkong. The experimental tract chosen is said to have been a moist little valley in the neighbourhood of Aberdeen but of the results no record has been divulged nor is it likely that any advantageous crops could be grown in this latitude unless we were blessed—or cursed—with a

PERPETUAL SUMMER. It was the lot of the writer to take a trip over the Malayan planting country more than half a year ago before the rubber industry had emerged from that severe cloud of depression under which it had fallen. Slacks were being reduced, there was a stoppage more or less in the clearing of new forest land, and economy was being practised in the most rigid manner on every hand.

The older estates were, so to speak, standing to attention and their virgin areas of reserve were left untouched pending a liveness of the market. Only on the new estates which had quite recently been capitalised was there anything doing, for, of course, there were working on a subscribed capital basis and the work therefore went on irrespective of the state of the market and on a purely speculative understanding.

It is only in one has traversed the lands of Malaya that one realises the enormity to which the rubber industry has grown in that country; producing as it does some two-thirds of the entire world's supply of cultivated rubber. Within recent times the whole of the Malay Peninsula has been connected up by rail, and it is now possible to travel right through the length of the land by steam from

SINGAPORE TO PENANG. All along the line one sees evidences of the cultivation of the rubber tree. Vast tracts of virgin forest have been cleared for the reception of the young shoots which are by and by to yield this staple almost worth its weight in silver.

When land is first taken over by the planter it is generally covered by the dense jungle and giant forest which covers Malaya almost throughout its entire length and breadth. This has to be cut down and burned. In many cases the young rubber shoots are put in, one night almost say, before the resultant ashes have time to cool. The spectacle is quite common of the tiny green saplings waving their diminutive leaves above the charred remnants of those forest leviathans whose places they have usurped and who now help to provide them with the sustenance necessary to their growth. In the clearing of the land lies the most arduous part of the planter's work. As soon as one tract has been cleared and planted up, he moves on to another piece of land, and so on year by year the estate gradually

COMES TO THE FULL, presenting trees of all grades of growth and bearing. But if the most arduous part of his task ceases with the clearing of the land, the planter's work is by no means over.

The young trees require most careful attention, especially at their infant stage of development. Squads of coolies—mostly Tamil and Javanese—are kept constantly at work among the plants weeding out the rank jungle growth which thrives on the rich black soil and destroying white ants and other destructive insects which make the rubber trees their forage. Trees are sometimes tapped as early as age as three years, but this is decidedly harmful to their growth. The age of full bearing is generally put at seven years. As has been shown, there must always be on an estate tract of varying ages, dating from the time when the first acre of the estate was cleared and planted up, so that even when the plantation is bearing rubber to its full capacity the planter has his work cut out for him from day to day without cessation.

AMERICAN legislators are, it is suggested, to be won for the cause of Woman Suffrage by the "There is not a man in America," said Mrs. A. W. Fowell at a public meeting in New York, whose vote cannot be bought for a kiss. If the suffrage party would only delegate some pretty girl to attempt the conversion of each member of the Legislature, the women of New York would get the vote without another effort. At the worst it would be merely a slight evidence of personal dignity.

LUSITANO RECREATION CLUB.

ATHLETIC MEETING.

29th ult.

The fourth athletic meeting of the Lusitano Recreation Club took place yesterday afternoon at the Race Course, Happy Valley, which was kindly lent for the occasion by the Stewards of the Hongkong Jockey Club. The meeting was a very successful one in every respect and reflected great credit on the management of the hard working committee. The attendance was a very large one, and exceeded that of any function held on the course with the single exception of the annual race meeting.

Some good times were recorded, especially for the 220 yards Championship of the Colony, which was won by the Champion runner, Leo. Comp. Andrews, of the Buffs, in 22 1/2 secs.

The Band of the 13th Rajputs under Bandmaster Oke was in attendance and played enjoyable selections of music during the afternoon. The officials were: President, Commandant J. J. Leitch; Vice-President, Mr. A. G. de Rocha; Hon. Secretary, Mr. C. M. C. V. Ribeiro; Hon. Treasurer, Mr. C. M. S. Alves; Hon. Assistant Secretary, Mr. A. J. C. V. Ribeiro; Judges: Messrs. Leo d'Almeida e Castro, J. C. Barretto, A. D. Barretto, D. P. J. Lopes, J. D. Osmond, G. M. P. Remedios, P. da Rosa, M. E. da Silva; Referee: Mr. C. M. C. V. Ribeiro. Handicappers: Messrs. C. M. S. Alves, A. J. C. V. Ribeiro, A. G. de Rocha, O. F. Rosario. Starters: Messrs. A. E. S. Alves and J. M. S. Remedios; Time-keepers: Messrs. J. M. S. Alves and J. C. Barretto; Clerks of the Course: Messrs. J. M. Brito and E. M. O. Remedios.

Committee: Messrs. J. A. S. Alves, J. M. Alves, F. J. Barretto, F. X. Brito, H. J. M. Carvalho, C. M. Castro, A. A. Cordeiro, B. M. Cunha, E. J. Figueiredo, F. A. Hyndman, E. J. Noronha, A. F. Osmond, F. M. Rozz, J. T. Silva, R. C. Silva and A. M. L. Soares.

The results of the different events are as follows:—

1.—120 YARDS FLAT RACE. (Handicap). First prize presented by the members of the Catholic Union. Second prize presented by Messrs. Jorge & Co. First Heat.

J. F. Castro (scratch) 1
A. A. Cordeiro (5 yards) 2
Seven started for this heat which Castro won easily in 12 1/2 secs.

Second Heat.

J. M. Fonseca (12 yards) 1
J. A. O. Orio (5 yards) 2
This heat brought out four starters. Fonseca, the limit man, led till the finish and won by 2 yards. Time: 13 secs.

Third Heat.

F. H. Hyndman (2 yards) 1
A. A. Botelho (5 yards) 2
Only three competitors started for this, and Hyndman won by a touch in 13 secs.

2.—HURDLE RACE. 120 YARDS. (Handicap). First prize presented by the Victoria Recreation Club. Second prize presented by Mr. J. M. Machado.

First Heat.

R. A. Carvalho (5 yards) 1
A. A. Carvalho (scratch) 2
The other starters in this heat were J. F. Castro (5 yds.), J. M. S. Remedios (4 yds.), and A. A. Baptista (5 yds.). The brothers Carvalho had an easy thing in this race and came in first and second, respectively. Time: 19 1/2 secs.

Second Heat.

F. B. Silva (4 yds) 1
R. C. Silva (3 yds) 2
Six started in this heat and an interesting race was witnessed till the finish, when F. B. Silva won by a small margin. The time was 20 secs.

3.—BOYS' RACE—220 YARDS. (Handicap). Boys from 10 to 15 years of age. First prize presented by Mr. G. J. Sequeira. Second prize presented by Mr. O. F. Ribeiro.

E. M. Castro 1
J. Gomes 2

4.—BICYCLE RACE, 1 mile. (Handicap). First prize presented by Sir Hormusjee. Mody. Second prize presented by Messrs. J. C. dos Remedios & Co.

F. J. Brown (50 yds) 1
C. Sequeira (scratch) 2
The other starters were: F. M. O. Orio (50 yds.), L. G. Cordeiro (80 yds.), F. A. Machado (80 yds.), V. F. Azevedo (120 yds.) and J. O. Remedios (120 yds.). All started well and on passing the gate Sequeira overtook Machado and Orio. On nearing the Black Rock Brown took the lead with Remedios and Cordeiro close behind and Sequeira coming up strong. Nearing the quarter mile post Sequeira came up to second place. Now the race resolved itself between Brown and Sequeira who put up a grand sprint, but the latter could not overtake Brown who won comfortably in 3 minutes, 20 secs.

5.—BOYS' RACE 120 YARDS. (Handicap). Open to boys under 10 years of age. Post entries. First prize presented by Mr. A. G. de Rocha. Second prize presented by Lusitano Recreation Club.

D. C. Alves 1
E. Silva 2

6.—GIRLS' RACE, 100 YARDS. (Handicap). Open to girls under 10 years of age. Post entries. First and second prizes presented by Hongkong Co-operative Society.

Miss L. Gomes 1
Miss A. Rocha 2

7.—FINAL, 120 YARDS FLAT RACE. F. J. Castro (scratch) 1
F. H. Hyndman (2 yards) 2
L. A. Orio (3 yards) 3

All the placed men in the heats ran. Castro won by 2 yards. The race for the second place was a good one. Hyndman and Orio came in very close and the judges gave their decision as a dead heat. In the run off Hyndman won by a yard.

8.—THREE LEGGED RACE, 100 YARDS. First prize presented by Mr. A. A. Cordeiro. Second prize presented by the Lusitano Recreation Club.

A. J. C. V. Ribeiro 1
F. A. Barradas 2
P. A. Yvanovich 3
E. A. Silva 4

9.—BICYCLE RACE, 2 miles. (Handicap). First prize presented by Mr. A. M. L. Soares. Second prize presented by the Eastern Printing Office.

F. M. G. Orio (150 yds) 1
F. J. Brown (100 yds) 2
The competitors for this event were the same as those for the mile race. Soon after the start Orio overtook all and was the first lap was covered he had a lead of about a hundred yards and kept on increasing it. In the second lap Brown took second place with Sequeira close behind and the rest in a bunch. Nearing Black Rock it could be seen that Orio had a lead of over 200 yards and this he held till the finish. Brown came in second with Remedios third. The rest gave up. Time: 7m. 7 secs.

10.—MILE FLAT RACE. (Open to European sailors, soldiers and police). Three prizes.

Beach (Buffs) 1
Austin (Buffs) 2
Bent (R. S.) 3

11.—100 YARDS FLAT RACE.—(Challenge Cup). Presented by the members of Club Lusitano. To be won three years in succession before becoming the property of a competitor. First prize presented by the members of the Sociedade Philantropica. Second prize presented by the members of the Boys' Own Club.

J. F. Castro 1
F. H. Hyndman 2
R. O. Silva, L. A. Orio, A. J. C. V. Ribeiro and A. A. Carvalho also started. Castro won easily in 10 1/2 secs.

12.—440 YARDS FLAT RACE. Confined to sailors of Portuguese men-of-war Vasco da Gama, Rainha D. Amalia and Estrella, 3 prizes.

J. Setubal 1
J. Ferreira 2
A. Lima 3

Time: 1 1/2 mins. 10 secs.

13.—FINAL HURDLE RACE 120 YARDS. R. C. Silva (3 yards) 1
E. A. Cordeiro (5 yards) 2
Silva won by a couple of yards. Time: 19 secs.

14.—120 YARDS FLAT RACE. (Handicap). Over 30 years of age. Post entries. First prize presented by Commandant J. J. Leitch. Second prize presented by Messrs. Graça & Co.

J. A. S. Alves (scratch) 1
A. A. Alves (5 yards) 2

15.—440 YARDS FLAT RACE. (Handicap). First prize presented by the members of the Club de Recreio. Second prize presented by Mr. J. C. Barretto.

F. J. Brown (45 yards) 1
F. F. Castro (5 yards) 2

Fourteen started, and a good race resulted between the first and second men. Brown won by half a yard. Time: 53 secs.

16.—LAP RACE. First prize presented by Mr. F. B. da Silva. Second prize presented by Messrs. Noronha & Co.

C. H. Lopes, nominated by Miss M. Remedios 1
J. A. P. Rocha nominated by Miss Rocha 2

170 YARDS FLAT RACE.—Heavy-weight over 170 lbs. (Handicap). Post entries. First prize presented by Messrs. Barretto & Co. Second prize presented by Mr. F. A. Gomes.

J. D. Osmond 1
A. Rocha 2

18.—SACK RACE, 50 YARDS. First prize presented by Mr. J. M. Alves. Second prize presented by Mr. J. M. Brito.

J. M. Brito 1
J. C. Orio 2
Brito won easily.

19.—220 YARDS FLAT RACE (Championship). Open to all bona fide amateurs in the Colony, under rules of the A. A. Post entries. First prize presented by the Lusitano Recreation Club. Second prize presented by Messrs. Vieira & Co.

Previous winners: (1907-1910) J. O. Garrett, 22 1/2 secs. (1908-1909) J. O. Garrett, 23 1/2 secs. (1909-1910) J. O. Garrett, 24 1/2 secs.

F. H. Hyndman 1
A. A. Botelho 2
Andrews won easily in 22 1/2 secs.

20.—HALF-MILE FLAT RACE (Handicap). First prize presented by Messrs. Cruz, Basto and Co. Second prize presented by the members of the Club Venetian.

J. A. Yvanovich (120 yards) 1
P. A. Yvanovich (100 yards) 2

The Yvanovich brothers won this race easily. The handicap was far too heavy for the others who gave up when half the distance was covered. Time: 2 mins. 1 sec.

21.—TUG-OF-WAR for Portuguese sailors. This was won by the Vasco da Gama team who pulled over the Amelia team easily.

22.—TEAM RACE, 220 YARDS.—First and second prizes presented by the Lusitano Recreation Club.

C. H. Lopes (Capt.) P. A. Yvanovich, J. A. Yvanovich and J. Fonseca 1
J. M. Rosa Pereira (Capt.), J. Corvetta, F. J. Barretto and A. C. Rozario 2

23.—CONSOLATION RACE, 10 YARDS.—Open to all competitors who have not won a prize. (Open events barred). First prize presented by the Hongkong Jockey Club. Second prize presented by Messrs. Graça & Co.

L. G. Cordeiro 1
J. M. Rosa Pereira 2

At the conclusion of the sports Mr. J. J. Leitch called upon Mrs. A. G. de Rocha to present the prizes to the successful competitors. After doing so she was presented with a handsome bouquet. The sports ended with the usual cheers and a "tiger" for Mrs. Rocha.

KOWLOON STREET SCAVENGING.

REPORT ON NEW SYSTEM.

The following report on the working of the new scavenging system in Kowloon, is by Dr. W. Pearce, Assistant Medical Officer of Health:—

1. GEAR.—Fourteen carts have been adapted for bullock traction and of these eleven are in daily use. On the whole these carts are successful. There have been a few accidents, e.g. one shaft broke, but it was owing to the fact that there had been a flaw in it.

Several (3) of the cross trees for the bullocks' necks have broken and so they have been replaced with yokes instead of spurs. Two iron wheels have been damaged through, evidently, inexperience on the drivers' part. At first these men had not acquired the art of turning corners safely and so used to bump the carts over curbs.

2. Sweeping, etc. of streets.—On the whole this is done better than under the old system. We have sweeping coolies daily to go around with each cart in the morning to help to load the carts. The 2.5 lbs. pattern dust bin is heavy when full and requires two men to tip its contents into a cart. This makes the sweeping a little later than formerly.

The bullock coolies have been often to leave the carts swept up by the street sweepers for half an hour or so after they have been swept up because when they have filled their baskets they have to make a journey to the nearest cart to empty their load, while the sweepers, of course, go straight on making more heaps by the road sides. Occasionally these heaps are scattered by the wind after they have been once piled up.

This accounts for a lane or a street looking sometimes as though it had not been very well swept.

3. Street drains. I have noticed rubbish swept out of houses into the side channels and being thrown from verandahs after the street has been cleaned in the early morning so that in a couple of hours the street looks quite untidy again.

I have had the tenants of these streets cautioned and I expect that we shall be able to arrest offenders who contrive this practice.

Removal.—This work goes on very well. The Ladies' Janes takes all the refuse easily. When the road to the Saigon Street dust bin is properly cleared by the A. W. D. Co. our carts should be able to discharge all their morning refuse there by about 9.30 a.m.

Dr. G. H. L. Fitzwilliams' minutes:—I would like to note my great appreciation that this report has been typed instead of the usual report in writing. Would it not be possible to type all reports?

HONGKONG AND SHANGHAI BANKING CORPORATION.

CHANGES IN THE BOARD.

29th ult.
Mr. F. H. Armstrong, of Messrs. Reiss & Co., and Mr. S. A. Levy, of Messrs. E. D. Sassoon & Co., have joined the Board of the Hongkong and Shanghai Banking Corporation in place of Mr. H. E. Tomkins and Mr. O. S. Gubbay, who resigned on leaving the Colony.

Mr. Dalcho has been elected chairman and Mr. Shawan deputy chairman.

CHINA IN THE COMMONS.

OPIMUM SUPPRESSION IN KUCHING.

(March 1.) Sir M. Stewart asked the Secretary of State for Foreign Affairs whether an official reply had been received from His Majesty's Minister at Peking in regard to the incident at Kuching in the matter of opium suppression, referred to in his letter to the Archbishop of Canterbury dated Dec. 15, 1909; and whether he held out hope that the proclamation of the Kuching Magistrate ordering the opium shops to be closed would be sustained and enforced.

Sir E. Grey: A report has been received from His Majesty's Minister at Peking in which it appears that the statement made in regard to the action of His Majesty's Consul at Peking respecting the closing of opium shops in the district of Kuching are in many respects inaccurate. After further consideration of the circumstances, the Consul, with the concurrence of His Majesty's Minister, decided to take no further action in the matter, and it appears on recent inquiry that, as far as can be ascertained, all shop dealing in either foreign or native opium in Kuching are now closed.

CHINESE PORK.
(Sat.) Mr. Burns informed Mr. Fell that the whole of the cargo of Chinese pork which was landed in London last July had been inspected, 21 of 4645 carcasses, 397 were condemned by the inspectors, and 4,248 were passed as fit for consumption. Two further cargoes of pigs from China arrived in London in January but it was found on inspection that the pork did not comply with the requirements of the foreign meat regulations and notice was served forbidding the removal of the meat for any purposes other than exportation. He had no definite evidence as to where the pork had gone. He had not received any formal notice of the arrival of Chinese pork at Liverpool, but in any event such cargoes would be dealt with by the local medical officer of health under the regulations.

LINGGI PLANTATIONS.
PROSPECTIVE DIVIDENDS.

This Company was formed in 1895 as the Linggi Liberian Coffs Company, Limited, to acquire a property in the Malay Peninsula under the name of the Linggi Estate. Additional properties were acquired in 1907 and the total area now owned exceeds 8,070 acres, of which 4,191 are under cultivation. The capital is £100,000, of which 90,000 (fully-paid) 25 shares have been issued. Dividends have been paid as follows: 1905, 15 per cent; 1907, 20 per cent; 1908, 60 per cent; 1909, 65 per cent. The output for last year was about 510,000 lbs., and estimating the profit at 5s. per lb., there should be a total dividend of at least 100 per cent for last year, while the market estimate is even higher. At the present price of 4s. 6d. this would give a yield of over 5 per cent apart from prospective value. The approximate number of trees is 900,000. The final dividend for last year is not due till next May, so that it is quite possible that another interim distribution will be forthcoming prior to that date. The estimated output of dry rubber for 1909 is approximately 850,000 lbs. The estimate for 1909 was 424,500 lbs. and there was harvested, as already stated, approximately 527,000 lbs.—Financial World.

BULLION.
The following extract is taken from Messrs. Samuel Montagu & Co.'s weekly circular for March 29th.

On Friday, last, too late for last week's letter, news was received from India that an import duty of 4 annas an ounce was imposed in lieu of 5 per cent as heretofore, that is, an increase of about 103 per cent.

Thanks to the exceptionally adroit manner in which the official secret had been kept, the information came as a bolt from the blue, and had a stunning effect on the market.

Business came almost to a standstill, dealers being by no means inclined to throw silver on an unwilling and disheartened market, heavy action being given in the absence of advice from India and China, whose markets would be most critically affected by the new departure.

The price of silver, therefore, fell merely from 24 1/2 cash and 24 1/2 1/2, two months, to 23 7/16, for both positions—say about 2 per cent, or less than a quarter of the duty.

As to the effect of the increased duty in India, the custom, which has obtained from hoary antiquity, for the masses in which the official secret had been kept, the information came as a bolt from the blue, and had a stunning effect on the market.

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As to the effect of the increased duty in India, the custom, which has obtained from hoary antiquity, for the masses in which the official secret had been kept, the information came as a bolt from the blue, and had a stunning effect on the market.

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MERCANTILE BANK.

GOOD NEWS FOR SHAREHOLDERS.

From the Mercantile Bank of India, Limited we have received the following information, written by Mr. Ormiston, the manager in Hongkong:—"I have to-day received a telegram from my head office stating that at the forthcoming general meeting of shareholders of this bank the directors will recommend a dividend of 6 per cent per annum on 'A' & 'B' shares free of income tax; that £17,500 has been added to the reserve fund (raising it to £267,500) £2,000 to the officers' pension fund and £25,000 will be carried forward."

AN OLD CHINA HAND.
DEATH OF MR. PHILIPP ARNHOLD.

INDUSTRIES OF HONGKONG.

THEIR RISE AND DEVELOPMENT.

(Specially Written for the "Hongkong Telegraph.")

XVI.—MISCELLANEOUS.

Among the various industries which have been touched upon in the present series of articles appearing in the *Telegraph*, prominence has been given to the most important, and little has been said concerning the multitudinous smaller ones that thrive and flourish like the green bay tree under the beneficent conditions that are maintained under the aegis of British rule in Hongkong. It is a notable fact, for example, that whereas new industries have come into being with the advent of the British Raj, many of the oldest established businesses that previously had found a home in Canton and the New Territory have changed their venue to this city.

The reason, of course, is not far to seek. For it was and is a notorious fact that industrial enterprises undertaken in the Chinese country proper were at all times subject to impositions.

IN THE WAY OF SQUEEZE.

On the part of the local authorities whose object ought, on the other hand, to have been to encourage every instance of industrial activity that came into being. That the Chinese small manufacturers sought refuge from such machinations in Hongkong, where their several trades could be pursued without let or hindrance and practically without official interference, with the added advantage of cheap rents, shows that the acquiescence of the island by the Home Government, was appreciated by them to the full and that the levies under which they suffered from officialdom was resented to the sufficing point.

As has been pointed out before by the present writer, there has been within very recent years many causes which have combined almost to impel the Chinese traders to desert the Colony, even in face of the disabilities that they have to endure in their own country and to transfer their business to the New Territory, where conditions on the island so far as manufacturers are interested have much improved of late; and at the present day there is no doubt on which side the balance of influence rests. Hence it is not a matter for surprise that the Chinese traders of Canton are showing a decided inclination more and more to transfer their smaller industries to Hongkong. With the opening up of the

NEW TERRITORY

especially, comparatively vast tracts of virgin land with splendid harbourage facilities have been opened up with excellent results so far as the development of the Colony goes and with no less satisfaction to the traders themselves. What with the establishment of the Oriental Brewery, the Standard Oil works, the rubber factory, and weaving, dyeing, canning, and other industries, and the famous Orient cigar-making factory, as well as the Steam Laundry and smaller centres of industry, there are numerous lesser centres that are well worthy of mention. Taking a review of the Colony's trade, one of these is the brass workers' business, which finds a suitable locale in Yau-mat. This is one of the most thriving trades in the suburb.

ANOTHER INDUSTRY

that in a most laudable fashion has made a home for itself in Hongkong in spite of the Colony, is the tin smelting works which have been laid down at Bay View and in the Western district of the City. It certainly does not remain to the *Telegraph* to minimise or reduce the status of an industrial concern that claims Hongkong as its location, and it is the smelting works occupy a site that, as it were, take up space in the way of space which is occupied by the great smelting works of Polo Brand and Pulo Tenang, which produce three-fifths of the world's supply of tin—we may take credit as well of supplying our own demand and smelting it ourselves. It

IS A TRUISM

that all the tin that comes to Hongkong for purely local purposes is shipped here not from Pulo Brand or Pulo Tenang but from Yunnan and is there dealt with in our special smelting works. It must be admitted that the smelting methods followed in Hongkong are primitive in the extreme, more primitive even than the practices pursued by the Chinese even in their most primitive ages and more especially alike to the stages of mining development that may be observed on the tin mines of British Malaya at the present day.

Another province that may with all confidence be included in a review of the subject is that of racing boat building and motor-launch building. It had been a remarkable fact before that none but British-built motor launches or boats were acceptable to Chinese owners and when the demand suddenly increased and multiplied the regard for them overstepped the demand.

As a result, quite a number of firms came into existence, and such well-known concerns as Ah King and Messrs. A. F. Ramsey & Co. made rapid headway in the boat-building profession. As regards the former he has mostly confined himself to yacht building, to which profession the growth of the Royal Corinthian Yacht Club has lent itself—but the latter has done all kinds of work including many examples of motor-boat building, with no little credit to the yard with which they come.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council held at the Board Room, on the 8th March, 1910.

Present:—Messrs. W. H. Wallace (Chairman), W. Kruse, C. Lee, J. Lee, J. McFarlane, K. Tsuchizawa, Lim Nee Koo, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

A letter was read from the Senior Consul forwarding a copy of a despatch from the Doyen of the Diplomatic Corps at Peking to the Senior Consul at Amoy, dated the 10th February, 1910, concerning the qualification of persons in view of public meetings of ratepayers, and the Secretary was directed to publish same for general information in the *Amoy Gazette* and also in "Express" form.

Communications were read from the Amoy Engineering Company concerning a path leading to their works. The matter was referred to the Works Committee.

The Captain Superintendent of Police reported that the following cases had been dealt with at the Mixed Court since the last meeting:—Summons: Fraudulently obtaining money; Encroaching on property; Debt; Allowing cattle and pigs to stray; Assault; Illegally selling land; Summary Arrest; Littering with intent; etc. etc. Being a report and a verbatim record of the public cases of the Amoy Municipal Council.

(Signed) W. H. WALLACE, Chairman.

By Order, J. B. BARKLEY, ATTORNEY-GENERAL.

HONGKONG HOTEL CO. LD.

HALF-YEARLY MEETING.

26th March.

The ordinary half-yearly meeting of shareholders of the Hongkong Hotel Co., Ltd., was held at the Company's Hotel, this afternoon, for the purpose of receiving a statement of accounts to the 31st December, 1909, with the report of the directors, and to discuss any matter that may be competently brought before the meeting. The Hon. Mr. E. Osborne (Chairman of directors) presided. There were also present:—Dr. J. W. Noble, Mr. W. Hutton Potts, J. W. C. Bonnar (directors), Messrs. She Po Sham, A. Turner, F. Maitland, P. C. Potts, J. Arnold, Lai Chau, Fung Tat, Hung, E. D. Haskell, H. W. Looker, Lieut. C. Lloyd Thomas, R.N., and A. F. Davies (manager).

The Manager read the notice convening the meeting.

The Chairman said:—The report and accounts will, with your consent, be taken as read. They come before you somewhat later than usual owing, I regret to say, to the illness of our Secretary. The profit on working account is, I think, not unsatisfactory considering the disadvantages circumstances under which, during re-building operations, the business of the Hotel is being conducted; and but for certain exceptional payments, the results of the half year would have been even better than they appear. This is particularly gratifying when it is borne in mind that our profits nowadays are derived, more than was formerly the case, from what may be termed the legitimate business of a hotel, viz., the accommodation of travellers, as distinct from bar traffic, which in by-gone days yielded such handsome revenues. The completion of the south block, with its imposing array of shop fronts, its spacious and handsome reception rooms, and its appointments generally in keeping with modern standards of excellence, is promised for the end of October if not earlier, and will mark a step forward in the Colony's progress; in that for the first time in its history, Hongkong will possess a hotel building really worthy of the place; not, indeed, so suitable as that which your directors planned and placed before you some years ago, and which was, unwisely, I think, rejected by the shareholders of that time, but worthy at any rate to rank amongst the best of hotel buildings in Eastern Asia.

I hope, indeed, I believe, that the acquisition of this building will not only give satisfactory results to hotel shareholders, but will benefit the Colony generally, in that tourists, persuaded by its comforts, will be inclined to linger amongst us longer than has hitherto been their custom.

There were no questions.

The Chairman moved the adoption of the report and accounts.

Mr. A. Turner seconded.

The motion was carried unanimously.

Mr. F. Maitland moved that Dr. J. W. Noble be re-elected director.

Mr. P. C. Potts seconded.

Agreed *Ad. Com.*

Messrs. J. U. Jeffries and A. R. Lowe were re-elected on the motion of Mr. J. Arnold, seconded by Mr. E. D. Haskell.

The Chairman:—Thank you, gentlemen, for your attendance. Dividend warrants can be held on application at the office below.

The meeting then ended.

THE OPIUM HABIT.

FROM AN INTELLIGENT VIEWPOINT.

"Dixon," a writer in an Indian contemporary, has the following to say on the subject of the opium habit:—It will serve no practical purpose to inquire if the effect of opium on the national character and constitution of the Chinese has been so pernicious as it has been represented to be, on an extravagant presentment of a few extreme cases. In spite of opium, the Chinese are a well-built race, unsurpassed in industry and application. They are certainly not inferior in health or physique to any other Asiatic nation; that is, innocent of the fascination of the narcotic. I do not know, if taken immoderately, opium works greater havoc than alcohol. There are habitual drunkards as there are excessive opium-eaters, and yet the traffic in alcoholic drinks is not stopped altogether on that account. De Quincey cannot, perhaps, be cited as an impartial witness. But his opinion is valuable, as derived from lifelong personal experience, and in one of his finest passages in his "Confessions" he sets forth the advantages of opium against wine, and says that no man "having once tasted the divine luxuries of opium will afterwards descend to the gross and mortal enjoyments of alcohol." I am not an opium-eater myself, and it may be a heresy to say anything in defence of a drug which it is a sign of respectability to condemn. But I cannot bring myself to agree to a pious conformity, simply because it is considered decent by the world to be mixed up with the herd, rather than be marked out as singular. If sentimentalism had not come into play, India should not have lost the revenue from opium. Many years ago, I happened to visit the opium dens of Bombay; the inmates were enjoying their pipe, sitting on pillows in perfect peace and harmony, and as far as I can remember, I did not notice among them a single person half so ill-looking as the miserable wrecks depicted for the public behoof by the abolitionists. About twenty years ago, the whole question was thoroughly sifted by a commission appointed by Government, and the weight of evidence was most decidedly in favour of the view that opium, in certain circumstances, was beneficial; and that it was by no means the evil it had been represented to be. But I am quite out of date in dealing with this aspect of the question. It is a fact quite as settled as the position of Bengal, that the opium traffic shall cease altogether in ten years, and that the Government must find their own ways and means to supplement the loss. There will always be a difference of opinion as to the exact benefit to be derived by the Chinese in consequence of this pious resolve of the British Government. Great Britain has all the credit of a deed which will not cost her a penny. The enormous sacrifice it will involve must be borne by India alone, and the merit of it is enhanced by the fact that India is a very poor country and the ordinary resources cannot keep pace with its growing expenditure. The Finance Minister is himself much disconcerted by this circumstance, and is almost apologetic in the proposals he has submitted to the Viceroy's Council for fresh taxation. "This is not a rich country," he said. "A large proportion of its people are poor, an appreciable proportion are very poor. No right-minded man can impose additional taxation on India with a light heart. To me it is a very genuine sorrow to be obliged to do so." This is a fact which should weigh upon the heart of all Finance Ministers. It will do them good, and save the country from a possible evil.

It is reported, says the *Nagasaki Press*, that the Mitsui Bishi Company is building large paper mills in Formosa, and will be ready to commence operations in October. A great portion of the building material and plant is being supplied by the Mitsui Bishi Dockyard. The output is expected to be ten tons of coarse paper and six tons of wood pulp per day; the mills will act as a feeder for the company's mill at Takamago, near Kobe.

The Nippon Yusen Kaisha has made arrangements with the New South Wales Government Tourist Bureau for a special tour which will afford a golden opportunity to travellers.

The excursion has been fixed to leave Manila on Monday, June 13th, taking the following tour:—

- 1.—A visit to Thursday Island at the northern extremity of Australia, the headquarters of the pearling industry.
- 2.—A call at Townsville, the largest town in Northern Queensland and a run through the placid stretch of water between the Queensland coast and that famous coral strand, the Great Barrier Reef.
- 3.—A railway journey in fast commodious and comfortable cars from Brisbane to Sydney and Melbourne (travelling 1,300 miles of typical, interesting and diversified scenery, with breaks on the way, as detailed later on).
- 4.—A return of nearly three weeks in the Eastern States of the Australian Commonwealth, during which period ample opportunities will be afforded for seeing their industrial activities and scenes of beauty.

The comprehensive holiday trip extends over a month and a fare of £100 will be charged to cover the tourists' whole expenses first class, throughout from time of starting, June 13th, 1910, until the fulfilment of the programme on July 13th, 1910.

Tourists may, at their option, extend their stay for several months, at their own expense, after the set programme has been completed, and the return portion of the steamship coupon ticket will cover the homeward passage, without additional charge.

Tourists, wishing to take advantage of this trip en route to the continent or England, can have tickets issued to them in the usual way and allowed credit for the difference between the single and return steamer fares.

While visiting Australia on this trip a deviation may be made to New Zealand, if desired. The Nippon Yusen Kaisha's steamer *Kanamaru* (one of the largest vessels trading between Japan and Australia) has been chosen for this tour. She is a fine steamship of mail steamer, quick up to date, with airy, roomy cabins, and everything possible will be done by her officers to make the trip a most pleasant one. The steamer is expected to leave Hongkong on Friday, June 10th.

Owing to the limited passenger accommodation on the *Kanamaru* by which steamer tourists will travel, it is urged that bookings be secured as soon as possible, as any early application will ensure preference of choice.

NOTICE TO MARINERS.

CAUTION WHEN APPROACHING BRITISH PORTS.

The following Notice has been issued by the British Admiralty to vessels approaching British ports. Let it may be regarded as of an alarmist nature, indicating, expectation of an outbreak of hostilities, we may say that a very similar notice was published by the British Admiralty at the beginning of last year, and it seems to be intended to re-publish the notification annually, in order that mariners may not be under any misapprehension as to what should be done in the circumstances mentioned. The notification, which includes Hongkong and Singapore, Aden, Bombay, Calcutta, Colombo, Karachi, Mauritius, Rangoon, as well as the principal ports in the Colonies and the United Kingdom, runs as follows:—

CAUTION WHEN APPROACHING BRITISH PORTS.

(1) My Lords/Commissioners of the Admiralty, having taken into consideration the fact that circumstances may arise in which it may be necessary, on account of periodical exercises, manoeuvres, or otherwise, to forbid all entrance to the Naval Ports at night, this is to give Notice that on approaching the shores of Great Britain, or any part of the British Empire, if search lights are observed to be in constant operation, the Naval Ports should be approached with great caution, as it may be apprehended that obstructions may exist outside, or that the entrances may be altogether closed.

(2) If an entrance to a port is closed, three red vertical lights will be exhibited in some conspicuous position, in or near to its approach, and as far as possible notice of this fact will be given by lookout vessels in the offing. In this case vessels must either proceed to the position marked "Examination Anchorage" on the Admiralty charts and anchor there, or keep the sea.

(3) At all the ports or localities at home or abroad referred to at the end of this Notice, search lights are occasionally exhibited for exercise, and this may make navigation difficult when approaching them.

Instructions have been given to avoid directing movable lights towards vessels under way, but mariners are warned that great caution is necessary when search lights are being exercised.

(4) Under certain circumstances it may become necessary to take special measures to examine vessels desiring to enter the ports or localities in the United Kingdom and His Majesty's Possessions abroad, mentioned at the end of this Notice.

(5) In such case, vessels carrying the distinguishing flags or lights mentioned in paragraph (4) will be charged with the duty of examining ships which desire to enter the ports and of alloting positions in which they shall anchor.

(6) As the institution of the Examination Service at any port will never be publicly advertised, special care should be taken in approaching the ports, by day or night, to keep a sharp lookout for any vessel carrying the above-mentioned flags or lights, and to be ready to bring to at once when hailed by her or warned by the firing of a gun.

(7) By day the distinguishing flags of the Examination Steamer will be special flag (white and red horizontal surrounded by a blue border) and a blue ensign. Also, three red vertical lights if the port is closed.

By night the steamer will carry:—

- (a) Three red vertical lights if the port is closed.
- (b) Three white vertical lights if the port is open.

The above lights will be carried in addition to the ordinary navigation lights, and will show an unbroken light around the horizon.

(8) Masters are warned that before attempting to enter any of these ports when the Examination Service is in force, they must in their own interests strictly obey all instructions as to entry given to them by the Examination Steamer. In the absence of any instructions from the Examination Steamer they must proceed to the position marked "Examination Anchorage" on the Admiralty Charts and anchor there.

(9) In case of fog, Masters of vessels are enjoined to use the utmost care, and the Examination Steamer itself should be approached with caution.

(10) The pilots attached to the ports will be acquainted with the regulations to be followed.

TRIP TO AUSTRALIA.

N. V. K. ARRANGEMENTS.

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"THE HOMOEROUND BOUNDER."

HUMOURS OF THE MAIL-BOAT.

(Specially Written for the "Hongkong Telegraph.")

Just at this season of the year, when the hot weather is sending out certain warnings that it will soon be upon us, there begins the annual exodus of those fortunate persons who have become entitled to a holiday in Europe after such and such a number of years' service in the mercantile East. Already we have seen many such departures recorded in the *Telegraph*, and many more are imminent. Of course, there is no need to explain that the Hongkong resident who—happy man!—becomes entitled to his leave on full pay or half pay as the case may be, takes care to get away from the Colony before our trying summer makes its advent, so as to avoid that and at the same time get the benefit of the mild season at home, for when he first arrives in the old country after a long sojourn in the East he would cut a sorry figure if he had first of all to be called upon to face the rigours of the bitter months.

As one who has seen many "send-offs" from Hongkong, the writer has had the chance of witnessing both sides of the picture, as well as the various minor circumstances which yet are new to him in any departure. As a general rule, the "homeward bounder" is followed to the ship by his friends and fellow-workers and sent off with a boisterous farewell. At one time in Hongkong, there was hardly ever a departure of a Scotsman or a group of Scotsmen without the bag-pipes being requisitioned to skirt out parting good wishes, but this practice has fallen into disuse generally and may only now be observed when, say, a bunch of Scotch police are going off on leave together.

Many a time the writer has heard the mail-boat smoking room resound to the deafening point with the shrill of the pipes and the rolling out from vociferous throats the time-honoured songs of the country, ending up of course with "Auld Lang Syne." Needless to say these partings were not effected without a considerable consumption of whisky and other stimulants, for it is little use for a Scotsman to try to take leave of a departing friend without

A SLOCKENER.

But although the Scots appear to be the most fervid and enthusiastic in their fashion of taking leave of the "homeward bounder," they do not by any means absorb all the peculiarities of farewell greetings.

When the Chinese want to show in no unobtrusive manner the heartiness of their good wishes for some departing European, the cracker is brought into play. Long strings of these noisy instruments of greeting are hung at the office door or at the gate of the business place which has been the scene of his labour, and the departing party has to run the gauntlet of these demonstrative ebullitions of good-will before he is able to reach the wharf where his launch awaits to take him off to the steamer.

Nor does this friendly demonstration and here, for in the case of a popular man, his admirers will sometimes follow the steamer down the harbour for a couple of miles or so in launches firing a fusillade of crackers, with a powerful bomb at the end of the last as a grand finale. One well-known Hongkong man who was modest and particularly dreaded crackers, once escaped the ordeal by making his exit through a back door leading into an obscure alley while the workmen were crowded round the front entrance all prepared to begin the game whenever he should make his appearance. But it was no use. They followed him out to the ship in a launch and gave him the full benefit at close quarters. This mention of

MODERN MEN.

recalls to one's mind that there are many "homeward bounders" who simply desire to quietly and without display, One such youth—who was as bashful as any girl—was so anxious to avoid being made conspicuous on the ship that he hid himself behind the slip and when he arrived on board locked himself in the cabin with the intention of emerging only at the last moment so that in the hurry of departure the farewells would have to be short. But such a pandermonium did his office-companions and other friends create outside the locked door that the steward was forced to intervene and the culprit was bled away to the smoking room, where he had to listen to his health being proposed and to "He's a Jolly Good Fellow" three times repeated.

On the other hand, there are many men who bear off the storm without a blush when they leave for home, and those have the best time of it. There is, after all, a kind of

MIXED FEELING.

in the send-off which is generally accorded to the "homeward bounder," for there can be no doubt that most of us have to plead guilty to certain amount of envy of the lucky man who is going away on leave, or to retire after he has "made his pile" in the East. But it would be more than human to expect anything else on the part of any of these less fortunate.

It is, however, one of the most pleasurable features of living in the East that on the occasion of the departure of a man whether on short leave or for good altogether, his friends unflinchingly gather round him to wish him "Godspeed," and take other means to make him feel that after all, life out here is not altogether so sordid and dollar-hunting a thing as it is sometimes represented to be. No "homeward bounder" departs from Hongkong without leaving a vacancy somewhere or other; and even although he may have been only a short-service man he will not soon, as a rule, forget the hearty good wishes that were given expression to when he left the shores of this island of fragrant waters.

A SLY GOVERNOR.

More than one good story is told about a certain late Governor of Hongkong, who was just leaving the Colony as a "homeward bounder." As the departure of a Governor always does, His Excellency's going away was celebrated by many functions, and one of which necessitated a great deal of hand-shaking. As a man who had had to go through the experience of shaking hands with innumerable people on the one day will tell you, it is a most trying ordeal and the right arm may be stiff and sore for a week.

But His Excellency was not taking any risks. When he appeared on the Pier prior to going on board and hundreds upon hundreds of his faithful constituents were assembled for a final handshake, it was seen that H.E. was wearing his right arm in a sling-sling. In consequence of the fact that most of us have to plead guilty to certain amount of envy of the lucky man who is going away on leave, or to retire after he has "made his pile" in the East. But it would be more than human to expect anything else on the part of any of these less fortunate.

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HUMOURS OF DEPARTURE.

HUMOURS OF THE MAIL-BOAT.

(Specially Written for the "Hongkong Telegraph.")

Another humorous happening connected with the going away on fission of a Government official was, it is said, connected with the use of crutches for a long time. Technically he was entitled to have been laid up, although his injury was not of very much account. Still he stuck out for the pension until he got it; but on no account would he give up the use of his crutches even to the point of sailing. On that day he arrived at the jetty in a chair with his crutches by his side and was much commiserated by onlookers at his misfortune.

But to the astonishment of all, when he got up he was as well able to walk as the best man among the crowd and even performed a few steps of the "Sword Dance" with a challenge to anyone who cared to prove himself the better dancer using his crutches, as the sword!

NOTES BY THE WAY.

ANOTHER ROOM.

The price of opium has been going up by leaps and bounds. For some time past, rubber and rubber oil has been on the brain, but it looks as if good old opium is going to claim some of the general attention. I wonder what sinister influence is behind it all?

SOME UNRECORDED STORIES.

Although any incident connected with the recent appearance of the American tourists on these shores to be related now may appear somewhat late in the day, the following stories will be read with interest. It is a solemn fact that, during their stay here, the Yankees had a decided penchant for United States gold currency. The related of a certain American that he had procured a money-changer's counter of a hotel and asked for some money to be changed into American currency. After about five minutes' careful calculation, the money-changer passed over the desired tokens, with, however, a few cents in local currency, as he just then happened to run short of American money. Imagine his surprise when the American with a coolness which was well-nigh exasperating handed the money back to the money-changer, accompanied with the remark: "I guess I'll go and have it changed at the Bank." I fancy if the same capricious gentleman were to approach his poor victim of a money-changer again, with a request similar to the last one, he would be given a polite but firm refusal.

MY OWN EXPERIENCE.

But the above story is nothing in comparison with some really startling incidents which have come to my notice. A great number of these incidents should, in the nature of things, naturally go unrecorded, but those at which I was personally present or have been related to me I gladly offer for the delectation of my readers. On the first day of the American visit to the Colony, I proceeded to Blakes Pier bent on investigating. (By the way, it was a good thing that the pier was worthy of the name, as the whilom thatched affair of by-gone days would have elicited remarks from the visitors hardly complimentary to the Colony.) I did not have long to wait for something out of the extraordinary, for suddenly a certain party entered a rickshaw and instructed John to drive to "Kingclerk."

Of course, John as usual assumed an intelligent expression and with a cry of "Save!" given in his own weird way he was about to run off. As likely as not he would have made a circuit of the city and, after having wasted a good amount of time, would have blantly refused to proceed further. Always having been possessed of a magnanimous nature, and not wishing the ignorant one to be put to any unnecessary inconvenience, I went up to him and said: "You generally proceed to 'Kingclerk' by chair, I think you better take one." Whereupon the Yankee turned round and gave me a story stare which, I must admit, almost froze me. The next moment, he asked: "Are you one of the guides?" "No," I replied, "I'm not one of the guides. I merely wished to assist you in finding your destination." Without thanking me, the Yankee enunciated himself in a chair and the next moment I was left alone. My feelings can be better imagined than described. I at the time indulged in a mild philosophy on the subject of the inherent capacity of the average American to be a tourist in Hongkong. It was, I would advise my readers to think twice before trying to do a good turn to a stranger, no matter who he is, without having previously been invited to do so.

ANOTHER INCIDENT.

Which reminds me of another little incident which is too good to pass unnoticed. An "Unmannerly" walked into the local Detective Bureau after having probably mistaken his destination, and almost the first thing he did was to strike against one of the "tecs. Like a bolt from the blue came the American's calm question: "Say, do you speak English?" When I tell you, gentle reader, that there was not an isle of other than pure English blood in the "tec's" veins, you will not be surprised to hear that the latter did not wait to reply but with unfeigned dignity left the questioner in an unalighted state.

WHY SANDY LIKED THE BAGPIPE.

The other day a fresh arrival in the Colony from the old country took it into his head to discuss with me the fascinating subject of St. Andrew's Ball, the fame of that interesting annual function having preceded his visit to the Colony. As the griffin persisted in a false notion that the function must necessarily be of a purely Scottish character, his face was a study when I quickly disillusioned him by saying that an Indian piper supplied the music at the 1908 Ball! Whereupon the piper referred to said that it reminded him of the Scotchman who was always telling his friends that he had performed a feat for which he was every description. One day, Sandy incidentally mentioned to one of his acquaintances that he loved the sound of the bag-pipe. "But you've always told me that you hated music?" urged his friend. "Aye, aye, mon," replied Sandy, "that's the vain reason why I like it. The bag-pipe is not music." I know several people who hold the same opinion.

NEW TYPE OF HAT.

New fashions in men's hats continue to be created. The other day I was shown the latest European production in the shape of a straw hat with the inside of it lined with celluloid. This fact elicited the remark from the owner that the washable material could with little trouble undergo periodical ablutions, but I was at the same time impressed with the fact that the material was as easily liable to ignition.

CASUAL CRITIC.

It is understood that the issue of debentures by the Kanaguchi Spinning Company, to the amount of ¥3,000,000, which was undertaken by the Yawda Bank, of Tokyo, on the 3rd of last month, was to be placed on the market on the 10th proximo, but as the new 4 per cent. Government are to be issued from the 10th to the 15th proximo, the Kanaguchi issue has been postponed. The rate of interest agreed upon for the debentures is 6 per cent. and the same price is above par. The debentures are to be returned in 1914.

THE CHINA TRADERS' INSURANCE CO. LD.

ANNUAL REPORT.

The report for presentation to the shareholders at the forty-fourth ordinary meeting to be held at the Company's Office at 11.30 p.m. on Wednesday, the 17th April, reads:—

The Board has now to lay before the shareholders a balance-sheet containing a summary of the property and liabilities of the Company on the 31st December, 1909, and a statement of accounts to the same date.

For the Police.

STREET TRAFFIC IN HONGKONG.

INCONVENIENCES AND ABUSES.

(Specially written for the Hongkong Telegraph.)

In these days when the Colony is visited by thousands of tourists and globe-trotters in the course of the year, one is very often called upon to listen to complaints by those visitors concerning the lack of proper regulation of traffic so apparent to the eye of him who comes from well-ordered cities in Europe, Australia or the United States of America. Nor are such complaints put forward without justice. They are indeed well merited by the lack of the system that prevails here for the regulation of the street traffic of Hongkong.

It is true that in no other city in the Far East from Bombay to Hakodate nothing like their equal inferiority is to be found.

Of course it can, and no doubt will be, urged in extenuation of this state of matters that Hongkong suffers under difficulties of situation and physical disabilities which other great ports like Singapore and Shanghai are not called upon to grapple with. In these two Settlements they are blessed with a flat country,

and greater breathing space in contrast to the restricted limitations of this city, clinging as it does to the side of the precipitous Peak with but little available area between the hill-bottom and the water-edge. Even after a goodly portion of reclamation had been effected from the harbour, the flat tract so fashioned was but a narrow strip so that it is no wonder that the streets originally laid out along the curvature of the water-front should have been narrow, tortuous and somewhat higgledy-piggledy in the arrangement, the one to the other.

In the early days of the Colony's history, when the number of inhabitants was still comparatively small, there was sufficient pedestrian and vehicular traffic accommodation to satisfy all requirements, but as the population went on growing by leaps and bounds the main streets got more congested every day; and now when there are some 300,000 persons resident in the city, such thoroughfares as Queen's Road, Bonham Strand, Wing Lok Street and Jervois Street, with many of their convergent arteries, are so congested at the busiest times of the day that

can be said to exist in the passing traffic. No one expects the Government to make land in order to widen these ancient thoroughfares, but one thing the ratepayer has a right to demand is a much improved system of street regulation.

At one time, it was the exception to see European civilians on foot—except in the very heart of the city, the convenient ricksha being ubiquitous.

But things are changed nowadays. The throngs of tourists and other visitors who annually visit our shores appear to find no greater pleasure than in promiscuously queuing their heads in the evenings when darkness has fallen and the myriad shops along the street strewn with their wealth of gold and silver, silk and ivory, jadestone and diamond, and novel curios from the craftsman's bench are brilliant with light and colour, and every merchant is agog with instinctive readiness for sale or barter.

To obtain a view of the resplendent windows it is necessary to stroll along the pavements, but so dense sometimes is the crush of pedestrians that it is quite a common sight to see a lady or group of ladies hustled or

FORCED OFF THE PAVEMENT.

It should be explained that most of the pedestrians are of the coolie class. Needless to say no Chinese of culture or education would dream of abusing the pedestrian rights of the pavement. But the coolies dawdle along the side-walks in shoals, taking up their whole breadth, and standing to stare with mouths agape at anything new or strange that happens to catch the eye and damming the constant stream of traffic.

In any big city in Europe or America all pavement traffic is regulated so that people walking in one direction keep to the one side of the path whilst those going in the opposite way keep to the other. It is in this respect that the pavement in Hongkong is so defective. The side of the pavement on which the pedestrians must walk. Custom always a definite rule laid down in each place. Some such regulation might well be enforced in Hongkong, whose narrow streets render it doubly imperative if one is to walk with any degree of comfort on the public streets. Another matter requiring urgent

POLICE ATTENTION

is the objectionable practice of coolies carrying loads of dangerously swinging bamboo on the side-walk instead of on the street; or of wearing their big wide hats as they press along the path instead of taking them off and carrying them by their sides. These practices all come within the meaning of Police offences, but the trouble is that enough is not done to enforce their discontinuance.

Furious driving of rickshaws down such narrow and crowded thoroughfares as Ice House Street is another type of street abuse and dangerous to the uninitiated novice caused by the overloaded hand-carts. It is an everyday thing for one of these lumbering and unwieldy vehicles to get stuck across the tramway line or Queen's Road, the coolies impatient to move it owing to the excessive load conveyed. This should be easily rectified.

Another complaint is often heard about householders in the tenement houses fronting on the main street being permitted apparently with impunity to discharge foul water in the gutter, the result being that the water runs down the street with foul results to the unfortunate pedestrians who may happen to be stepping across to the other side at that place and time. All these are matters which require Police control. As is well known, the Force is numerically far below the strength which the state of crime in the Colony demands even now, so it behoves the authorities to get their house in order at the very earliest possible moment.

PIRACY OF RICE JUNKS.

REPRESENTATIONS FROM HONGKONG.

(From Our Own Correspondent.)

Canton, 26th March.

The Canton Self-government Society has received a joint letter from the well-known firm of office merchants, Yuen Fat Hong, and others of Hongkong informing the Society of the frequent occurrences of piracy of junks laden with cargoes of rice during the past month. The Self-government Society accordingly addressed a memorial to the Viceroy asking him to give strict orders to his subordinate officers of the rice merchants, which does not only mean the Chinese inhabitants in Southern China, who depend greatly on their regular supplies of the staple commodity for their sustenance.

HONGKONG REGATTA.

SUCCESSFUL AFTERNOON'S ROWING.

Patrons: His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Major-General Broadwood, C.B., D.S.O.; Commodore H. Lyon, R.N.

Stewards: Mr. J. I. Andrew, Sir Henry Berkeley, K.C., Lt. Colonel Bayard, D.S.O.; Hon. Mr. F. J. Bacheley, Sir C. P. Chater, C.M.G.; Hon. Mr. W. G. Chubb, C.M.G.; Lt. Col. Channing, C.M.G.; Hon. Mr. W. J. Ross Davies, Mr. R. H. J. Gompers, Hon. Mr. E. A. Hewitt, Mr. D. R. Law, Sir Henry May, K.C.M.G., Lt. Col. Prior, Hon. Mr. Murray Stewart, Col. St. John, Mr. J. R. M. Smith, and Mr. R. Shawen.

Committee: Lt. Backwell, R.N., Mr. R. L. Bridger, Dr. F. W. Clark, Mr. G. A. Caldwell, Hon. Com. Bahil R. H. Taylor, R.N. (Chairman), Mr. A. Denison, Mr. C. H. Gale, Mr. E. M. Hazeland, Mr. M. McIver, Mr. B. H. Pollock, Mr. F. A. Mackintosh, Mr. A. G. Wood.

Judges: Mr. R. G. Rogers, Mr. F. A. Mackintosh and Mr. A. G. Wood.

Umpires: Mr. G. H. L. Fitzwilliams and Mr. G. L. Duncan.

Starter: Mr. W. Hutton Potts.

Time-keepers: Mr. J. A. Lyon and Mr. C. Bunje.

Convenor: Mr. M. A. de Souza.

Sailing and Motor Races: Starter: Mr. E. F. Gibson. Judges: Mr. M. McIver and Mr. E. M. Hazeland.

Hon. Secretary: Mr. Frank Lammert.

Hon. Treasurer: Lt. Col. A. Chapman.

The Hongkong Regatta, which has been held on the 27th inst., but was postponed on account of the inclemency of the weather, was brought off on Saturday last at North Point, off Fenwick's reclamation, the ground being kindly lent for the occasion for the erection of the grand stand for the accommodation of the spectators. In the early part of the afternoon the contestants in the various events had to contend against a somewhat choppy sea and wind, but as the afternoon wore on the weather improved and the course from Kowloon Island to North Point offered better conditions for racing.

The numerous counter-attractions in football and cricket the same afternoon were responsible for the paucity of the attendance; the small number of the spectators must have been a discouraging factor to the promoters, all of whom, in particular the honorary secretary (Mr. Frank Lammert), worked hard to make the meeting a complete success.

We append below the details of the results of the day's racing:

1st Race: JUNIOR FOURS—Open to all not competing in senior pairs or Hongkong Challenge Cup. Distance, one mile.

Only two boats started, the R.H.K.V.C. crew did not contest the honours of the race. "Tony" Carroll's boat was the more fancied. From the start he showed to the front and out-distancing the Burred boat won the course Carroll won comfortably with several lengths to spare. Time: 7m. 24 sec.

Station No. 1—Red—First.

Row—H. C. Sayer	9	11
2—O. A. C. Rodriguez	10	4
3—F. L. de Rosa	10	8
Stroke—A. H. Carroll	10	2
Cox—W. J. Carroll	8	11

Station No. 2—White—Second.

Row—E. Calvari	10	0
2—J. M. C. Lopez	9	0
3—A. A. Carvalho	11	6
Stroke—A. V. Barros	11	0
Cox—R. A. Carvalho	9	2

2nd Race: MEN-OF-WAR GIGS AND WHALERS. Service boats and conditions. Distance one mile.

The result of this race which produced an exciting finish was as follows:

H.M.S. Kent's Galley

H.M.S. Kent's Whaler

H.M.S. Alacrity's Galley

3rd Race: SENIOR PAIRS. Distance 1 mile.

Two boats competed for this race. After Musso's prowess at the recent V.R.C. regatta he was looked upon as the sure winner. The result justified the opinion. At the start Pollock secured a lead of a few lengths and held it over a distance of the course. Musso and Bell did not relax their determination to overhaul their competitors with the result that an intensely exciting finish was provided the spectators. When the gun went Musso's boat was hardly a length in front of Pollock. It was a finely contested race. Time: 8m. 17 sec.

Station No. 3—White—First.

Row—S. Bell	12	10
Stroke—L. A. Musso	11	8
Cox—H. Pettley	8	9

Station No. 4—Red—Second.

Row—J. Forbes	11	0
Stroke—A. B. Pollock	11	8
Cox—W. J. Carroll	8	11

4th Race: NATHAN CHALLENGE CUP—For four oars. Limited to residents of Hongkong. Each crew to be drawn from a single unit, defined as a Regiment, ship, Corps, Volunteers, a firm, or any other body of gentlemen working together at the same profession or calling. If any of the above unit are not strong enough to provide a complete crew, then any combination of two similar units may be made. A club is not included in the definition of a unit. Distance 2 miles.

Four crews entered, but the Civil Service boat was not seen at the starting point as they had scratched sometime ago. When the boats came into view after passing the Island it was seen that the "Blue" (Kent) had a slight advantage over the "Yellow" (Volunteers). "Tony" Carroll made grand strides to overtake his rivals but the "Handy" men had a superior winning in easy style by about two lengths from H.M.S. Bedford's crew, who rowed in second through the Volunteers stopping before the line was crossed to the finish. Time: 7m. 3 sec.

Station No. 5—Blue First.

H.M.S. "KENT."

Row—Sub-Lt. M. Williamson	11	3
Napier	11	3
2—Lieut. M. E. Highton	12	2
3—Lieut. R. S. Sneyd	12	1
Stroke—Rev. H. S. Cole	11	5
Cox—Asst. Paym B. Sington	8	3

Station No. 6—White—Second.

Row—Lieut. C. Douglas	11	0
2—Sub-Lieut. F. Bridgman	11	0
3—Lieut. E. Wharton	10	11
Stroke—Sub-Lieut. D. Brodie	10	11
Cox—Com. Trewhy	10	4

Station No. 7—Yellow—Third.

HONGKONG VOLUNTEERS.

Row—Corpl. H. C. Sayer	9	10
2—Gunner C. A. C. Rodriguez	10	5
3—Gunner A. A. Carvalho	10	8
Stroke—Sapper A. H. Carroll	10	3
Cox—W. J. Carroll	10	3

HONGKONG FOOTBALL CHALLENGE SHIELD.

NAVAL YARD VS. BUFFS.

The re-play of the shield final—between the above teams took place on Saturday afternoon at the Hongkong Football Club Ground before a huge gathering of spectators. The Buffs again played without Ruler, his place being taken by another. A good game was witnessed, but it was not quite as interesting as the first match.

The officials were: Mr. A. Gregory, referee; Messrs. Barlow and A. Hamilton, linesmen; and Messrs. J. McCubbin and Bishop, goal judges.

The teams lined up as follows: Buffs (Fullbacks), Dore, Wren and Cooper (Halfbacks), Dore, Brewster, Taylor, Ryan and Barker (Forwards).

N.Y. Ryall (Goal), Joughin and Harding (Fullbacks), Anderson, Brown and Macey (Halfbacks), Wilks, Watkins, Read, Sullivan and Dalziel (Forwards).

The Buffs won the toss and the Navalmen opened the game with Reid playing the leather well into their opponent's territory. The Buffs resisted the attack and sent the leather away. A foul was given against the soldiers, and this put the ball up in the Buffs' grounds, when a few shots were tried but Black saved them well. The ball was now well placed to the centre where the Buffs got possession of the sphere and passed it to Brewster who sent it to Taylor. The latter scored the first goal for the soldiers. On the re-play the Yards attacked well, but the Buffs' fullbacks did not give any chances, in spite of which a corner was forced. This was well centred and Black had a rough time in saving it. One after another, after a little scrambling, the ball was taken down to the Yards' grounds and an attempt was made by Brewster which was easily shielded by Ryall. The sphere remained at the Navalmen's grounds for some time and a free kick was awarded to the Buffs for placed it. This was taken by Cooper who placed it well at the goal mouth. The Yards tried time after time to score but nothing resulted, their shots going too wide every time. The whistle now sounded for half time with the score—

Station No. 2—White—First.

Row—C. Cooke	11	6
2—D. MacCrae	10	10
3—J. Forbes	11	0
Stroke—A. B. Pollock	11	0
Cox—W. J. Carroll	8	11

Station No. 1—Red—Second.

Row—J. Alves	10	8
2—R. Galuzzi	10	4
3—S. Bell	11	10
Stroke—L. A. Musso	11	8
Cox—H. Pettley	8	9

5th Race: GRIFIN FOURS. Open to members of R.H.K.V.C., C.V.O., and V.R.C., who have not competed in any regatta previous to the Victoria Regatta, December 1909, and who are not competing in any race in this Regatta. Distance 1 mile.

No crew entered for this event, which was, accordingly, abandoned.

10th Race: JUNIOR PAIRS.—Conditions as per race No. 1. Distance 1 mile. "Tony" Carroll again won from Barros.

Station No. 1—Red—First.

Row—F. L. de Rosa	10	8
Stroke—A. H. Carroll	10	2
Cox—W. J. Carroll	8	11

Station No. 2—White—Second.

Row—E. Calvari	10	0
Stroke—A. V. Barros	11	0
Cox—R. A. Carvalho	9	2

HANDICAP CLASS.—Course—Lyndon Bécou (Port), Cust Rock (Port), Channel Rocks (Port) and in. About 1 mile. Two prizes.

Mr. Tooke's "Vernon" 1

Mr. Denison's "Erica" 2

Messrs. Mackay and Coombs' "Corinna" 3

ONE DESIGN CLASS.—One prize for first boat of each class. Course—Channel Rocks (Port), Kowloon Rock (Port), Meyer's East Buoy (Starboard) and in. 6 miles.

Mr. A. B. Roux's "Italcian" 1

H.K.C.V.C. GAIL CLASS. 1

Messrs. Rodger and Wicheil's "Athors" 1

H.K.C.V.C. HAYWARD CLASS. 1

Mr. Neilson's "Liza" 1

MOTOR BOAT RACE.—Course—Starting line for yacht races. Channel Rocks (Port), Kowloon Rock (Port), Channel Rocks (Starboard), Cust Rock Buoy (Port) Meyer's East Buoy (Starboard), and across the starting line from east to west. 8 statute miles. Two prizes.

Corinthia 1

Miss Lyons presented the prizes at the conclusion of the races. She was afterwards presented by Hon. Com. Basil Taylor with a beautiful bouquet in a silver flower-holder. Three cheers were then given for Miss Lyons.

BE-LONGING'S MISCONDUCT.

SNATCHED WHISTLE FROM EUROPEAN

CONSTABLE.

Before Mr. J. R. Wood, Second Police Magistrate, in the Police Court this morning, P. O. Atwell charged two Chinese with obstruction of the public roadway and assault, respectively. The facts connected with the case are somewhat peculiar. It appears that the P. O. saw one of the men drying fish and clothes in Kewick Street, near the Cotton Mills, to the detriment of the traffic and as the man had been subjected to repeated warnings against the undesirable practice, he proceeded to arrest the man. He had no sooner laid his hands on the delinquent than three men, including the other defendant, approached the constable and began to obstruct him in the execution of his duty. One of the men snatched the policeman's whistle while two of the desperados harassed him in various ways, and by way of adding a finishing touch to the strange scene, the other defendant is supposed to be a prominent member of the Triad Society, but the policeman's assistants succeeded in making good their escape but the other two were less fortunate and soon found themselves being escorted to headquarters by the dutiful policeman.

This morning they appeared before Mr. J. R. Wood and the case was remanded, bail being allowed in the sums of \$25 and \$5.

HARBOUR IMPROVEMENT AT SANDAKAN.

CONSTRUCTION OF A MOLE.

Considerable speculation appears to be current as to the reason for the new mole now being constructed near the mouth of the Sandakan river. We are officially informed that the construction of the mole is the commencement of a scheme to reclaim that part of the foreshore formerly occupied by *Kampung Bharu*. When the reclamation is completed a considerable area of land will be available for ship lots and an additional road will be made parallel to the Lalla Road.

The construction of the mole also provides extremely suitable labour for the gang of bad character prisoners who were formerly working on Barr Hill and who require to be well guarded and under strict and constant supervision. Incidentally the mole will be understood, in order that it is not necessary for distinguished visitors to pick their way, as is now sometimes necessary, through the crowded *Kampung Bharu*.

A TAIPEI DISPATCH states that an expedition led by Mr. Noto, an expert in the Formosan Government, has returned, after having secured Mount Gokwan, although the expedition encountered severe hardships on account of snow, they succeeded in reaching the generally 15,000 feet above sea level.

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Cox—W. J. Carroll	8	11

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BE-LONGING'S MISCONDUCT.

SNATCHED WHISTLE FROM EUROPEAN

</

The New Territory.

ANOTHER PHASE OF ITS DEVELOPMENT.

SANCHUN VALLEY TO BE EXPLOITED.

(Special to the "Hongkong Telegraph.")

Most of us who are residents in Hongkong are inclined to think about our New Territory as an *ultima ratio*, upon which flourish nothing but the most noxious of vegetable growths with such accompanying stenches as the Chinese green farms generally convey. That this is a fallacy, a figment of the imagination, one only needs to pay a visit to any of the outlying towns or villages to prove. Over beyond the barren hills that confront us as we gaze upon the hidden hinterland barriers with the Lion's Head standing up grim and yellow in the sun, the hills and valleys, fruitful of all the products that human kind require.

Of all the lovely tracts that the New Territory possesses there is none that equals the

SANCHUN RIVER VALLEY.

As a matter of fact, one can hardly describe it as a valley, for the river pursues its placid course through a country which is not remarkable for the steepness or the altitude of its hills. By way of a side remark it may be said that it is a matter of very great regret that the British Government parted with the possession of Sanchun Valley which is just beyond the bounds laid down in the Convention and which therefore carries all the robes and criminality of the Colony.

That a beautiful district should be the haunt of evil-doers and cut-throats is not out of the question, for there are many instances in Europe where such anomalies survive. But on the whole, one cannot survey the Sanchun valley—either on the British or on the Chinese side—without being obsessed of the fact of its great agricultural potentialities.

The soil is well watered and productive of crops of any kind that the inventive native can sow. Oranges are in abundance—the sweet green-skinned oranges that are grown nowhere else than in South China. Limes abound. Apples are exported.

BY THE BOAT LOAD.

Chinese gooseberries are also grown in abundance; plums from the Sanchun valley are sent down river every day in the season to Hongkong or Canton, whilst bananae and even pineapples more happily cultivated in tropic places which know not the small 32 deg. Fahrenheit—are sent away from citywards to the outlying Colonies and their dependencies.

Considering, therefore, all the agricultural advantages which are offered by the Sanchun valley and its fruitful soil, it is little to be wondered at that investors have turned their eyes towards the country whose potentialities have been certified by competent men sent to spy out the land. Sugar growing occupies a great part of the acreage, but there are also flourishing tea and tobacco plantations as well as the paddy fields which stretch in some views as far as the eye can see.

As has been proved beyond doubt the soil of the Sanchun valley, so fruitful of other products, is entirely suited to the cultivation of the banana plant and it is rumoured that a syndicate has been formed or is in the process of formation among British and Chinese firms of high standing with the object of opening up land, which has already been acquired, for the purposes of BANANA CULTIVATION.

There are many in this Colony who have intimate acquaintance with the methods of banana culture in the Fiji, the West Indies, in the Straits Settlements and the Federated Malay States; and all appear to be agreed that the Sanchun valley offers all the aids to the planter of bananas that he requires.

The soil is prolific and rich, the rainfall is fairly equable and can be counted upon as occurring within stated dates, there are plenty of high lands from which the drainage is assured and on which the banana tree can be safely planted. This last consideration, of course, is the most important thing of all. Bananas can only be grown in rising lands which while they enjoy all the rainy downpours do not become sodden in the manner of a paddy field.

That the scheme for the establishment of a banana plantation in the Sanchun valley will fructify is a thing ardently to be wished for, if for no other reason than the desirable exploitation of the

NEW TERRITORY.

From the information that the writer has been able to learn, the local syndicate which has been formed is small but powerful, and will command unlimited capital when the day comes for plantation.

Already there is an existence in Tokin a banana plantation which is practically financed by Hongkong capital. It is devoted to the cultivation of the tree not so much for the fruit product as for the use of the fibre of the decadent trees for the purposes of paper making. As far as our information goes, the Hongkong estate will be devoted to the same purpose.

GOVERNMENT NOTE ISSUE.

CHAMBER OF COMMERCE SUGGESTIONS.

The following further correspondence has passed between the Chamber of Commerce and the Government:

Hongkong Chamber of Commerce, 3rd February, 1910.

Sir,—With reference to your letter of the 11th October, 1909 (No. 884/1909), transmitting for the consideration of this Chamber the draft of a Bill entitled an Ordinance to provide for the issue of Government paper currency, I am now directed by my Committee to make the following observations thereon:

(1) As regards section 10, sub-section 2, it is considered that a Depreciation Fund of only 10 per cent is insufficient in view of the considerable market fluctuations in sterling and rupee securities, and in the price of silver.

(2) As regards section 11, sub-section 4 (c), it is suggested that the following words be added:—

"and the equivalent thereof in Hongkong currency based on the latest known price of silver."

(3) I am instructed to add that as regards the question of Government note issue generally, my Committee can only confirm the views expressed in the Chamber's letter of 25th June, 1909.—I am, &c.,

(Sgd.) E. A. M. WILLIAMS, Secretary.

Hon. Sir Henry May, K.C.M.G., Colonial Secretary.

Reply from Government—Colonial Secretary's Office, 9th February, 1910.

Sir,—I am directed to acknowledge with thanks the receipt of your letter of the 3rd inst. on the subject of the draft Bill to provide for the issue of Government paper currency and to inform you that the suggestions of your Committee will receive careful consideration.—I am, &c.,

(Sgd.) F. H. MAY, Colonial Secretary.

The Secretary, Chamber of Commerce.

PRESENTATION TO MR. E. B. C. WOLFE.

BY MEMBERS OF THE SANITARY BOARD.

30th ult.

The usual fortnightly meeting of the Sanitary Board was held yesterday afternoon when the following members were present:—Mr. E. B. C. Wolfe (President), Hon. Mr. W. Chubb (Vice-President), Hon. Mr. A. W. Brewin (Registrar-General), Colonel Bedford, P.M.O., Dr. G. R. L. Pitt-Rivers, Hon. Mr. E. A. Hewitt, Mr. A. Shallen Hooper, Mr. Ng Hon Tin, Mr. Lau Chu Pak, Dr. F. W. Clark (Medical Officer of Health), Dr. W. Pearce (A.M.O.H.), and W. Bowen Rowlands (Secretary).

When the official business had concluded and before the members withdrew.

The Hon. Mr. E. A. Hewitt rose and said that for many years he had been a member of the Sanitary Board that was the second time in his career that he was there to present the President with a small brown paper parcel. They understood that the President had put in an application for leave which had not been refused. Before they again saw him in the chair a very important and one of the most important incidents in a man's career would possibly have taken place. He and his colleagues considered that that was a fitting opportunity of showing their regard and recognition of how they appreciated the services he had rendered, and of the courtesy and consideration he had invariably displayed since he (Mr. Wolfe) occupied the chair. The speaker asked him to do them the honour of accepting a small present in honour of his wedding. In offering him the present they did so with every possible feeling of affection and regard. They also offered him and his wife the very best wishes and hopes that many years of happiness were before them, which that little work of art would record.

The present which Mr. Hewitt handed for Mr. Wolfe's acceptance was a gold travelling flask in case. It was inscribed as follows:—"E. B. C. Wolfe. From the members of the Sanitary Board, 31st March, 1910."

In reply, Mr. Wolfe said that the presentation had come as a great surprise. He appreciated their kindness in presenting him with such a handsome token on the occasion of his approaching wedding. But what he appreciated more were the kind words from Mr. Hewitt. His endeavour, ever since he became President of the Board, was to foster a feeling of friendship and to get the members to assist him in carrying out the by no means easy task of sanitation in the Colony. He felt that he had not only a number of experienced colleagues, but friends, to assist him and he hoped that in the future the friendly relations might continue. He thanked them very much indeed for their kind offering and he knew that his future wife would appreciate their kindness equally with himself.

The pleasing ceremony then ended.

PROTESTANT CEMETERY.

DEDICATION CEREMONY.

30th ult.

As an outcome of the prolonged discussion which took place at the Sanitary Board last year over the question of the burial of non-Christians in the cemetery, hitherto commonly known as the Colonial Cemetery, a piece of Crown land, in which burials had formerly taken place but which it was discovered had not been consecrated, was set apart by Ordinance for the burial of the dead who, when alive, professed the Christian religion. The dedication ceremony took place at Happy Valley last evening and was performed by the Bishop of Victoria. The clergy taking part included the Rev. J. A. Baker, P. W. Pearce, C. H. Hickling, J. A. A. Baker, Johannes Muller, J. Genah, A. D. Newton, Dallas O'Neil, Archdeacon Banister, A. B. Thornhill, R. O. Hughes, H. R. Wells, C. E. Thomson and H. O. Spink. Sir Henry May was also present.

On arrival, His Excellency the Governor was met at the gate by Bishop Lander and the members of the clergy.

After the lesson had been read in the chapel, Bishop Lander, addressing those present, said:—It has ever been the practice of devout men to set apart special ground where the bodies of the saints of Christ may rest in peace until their resurrection at His second coming. In this they have been moved, either by the secret inspiration of the blessed spirit of God or by their own sense of decency and order. To the Christian the body is the temple of the Holy Ghost. It, like the spirit, has been redeemed by Christ, and will one day enter into the blessed result of His redemption. Though Death still claims its victims, Christ by His resurrection has robbed Death of its sting, comforted the hearts of the bereaved and changed the very name of our burial ground into a cemetery—where the bodies of the saints of Christ may rest in peace until their resurrection at His second coming. In this they have been moved, either by the secret inspiration of the blessed spirit of God or by their own sense of decency and order. To the Christian the body is the temple of the Holy Ghost. It, like the spirit, has been redeemed by Christ, and will one day enter into the blessed result of His redemption. Though Death still claims its victims, Christ by His resurrection has robbed Death of its sting, comforted the hearts of the bereaved and changed the very name of our burial ground into a cemetery—where the bodies of the saints of Christ may rest in peace until their resurrection at His second coming.

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SHIPS COMPROMISED CHARGED WITH KIDNAPPING.

BAIL REFUSED.

30th ult.

Before Mr. E. R. Hallifax, First Police Magistrate, in the Police Court this morning, Lin U Mio, comrade of the s.s. *Beja Mar*, of the Opala Shoen Kalsa, again appeared in connection with extradition proceedings for alleged kidnapping said to have been committed in China. Mr. H. L. Dhanya, Sr., from the Crown Solicitor's office, prosecuted and Mr. F. W. Goldring, of Messrs. Goldring, Barlow and Morrell, appeared for the defendant.

Mr. Dhanya stated that he had received certain information from the Consul-General at Shanghai in connection with the case. On the last occasion, he knew nothing except that a warrant had been taken out against the defendant but now that he knew that the Chinese Government were taking satisfactory proceedings, he asked for a further adjournment.

Mr. Goldring said that these long delays were absolutely unfair. They were absolutely in violation of their own laws. He submitted that under the circumstances, the case should be proceeded with. He thought that what the principle of English law which should be applied to that case. He submitted that the long delays should not be allowed.

Mr. Jeanyus contended that in a case where the question of requisition came in, a matter of even three weeks was nothing, provided that his Worship was satisfied that there were good grounds for an adjournment.

Mr. Goldring said he understood that the British authorities were assisting the Chinese Government in every possible way and there was no reason why the case should be further adjourned.

His Worship said that as the defendant was charged with the serious crime of kidnapping, it was necessary that every precaution should be taken.

Mr. Goldring—Has your Worship considered the question of bail?

Mr. Dhanya—It is not usual to allow bail in such cases.

His Worship concurred and the case was remanded for a week.

CLAIM FOR BOARD AND LODGING.

AGAINST CINEMATOGRAPH EMPLOYEE.

30th ult.

Before Mr. Justice Gompertz, Puisne Judge, in the Summary Court this afternoon, Mr. G. H. Wakeman, Official Trustee in Bankruptcy of G. Bertolone's estate, filed a suit against Leo Wilson, an employee of the Salon Cinematograph, to recover the sum of \$63, being amount due for one month's board and lodging at No. 2, Hankow Road, Kowloon. Mr. A. G. M. Fletcher, Deputy Official Receiver, represented Mr. Wakeman and Mr. J. H. Gardiner was for Mr. Bertolone. Defendant appeared in person.

Mr. Fletcher stated that a sum of \$63 was due by the defendant to Mr. Bertolone, whose estate was being wound up and against whom a Receiver Order was made some time ago. The claim was for one month's board and residence. Defendant came to witness some time ago about the matter. At first he denied any liability whatever but afterwards he said he believed that he owed \$5 for wine. He was asked to produce receipts but failed to do so.

Augustin Allan stated that she was employed as nurse by Bertolone for eleven months. She saw defendant's personal effects at the house for about a month. She received instructions from Bertolone not to send away defendant's clothes but on the instructions of the defendant, she saw to give his clothes to the washerman. She saw defendant in the house for one month.

Defendant denied that he owed Bertolone any money but admitted being indebted to a man named Kastelnikoff. The latter was at present in Calcutta. He tried to communicate with him through the Official Receiver but had as yet received no reply.

The case was adjourned *sine die*.

TROUBLE ON THE "PASTING."

SECOND ENGINEER ASSAULTED BY CHINESE FIREMEN.

30th ult.

Before Mr. J. R. Wood, Second Police Magistrate, in the Police Court this afternoon, the case was continued in which three Chinese firemen on the s.s. *Pasting* were charged with (1) assault on the Second Engineer of the ship (2) being absent from duty and (3) disobedience of order.

E. F. Jones, Second Engineer of the s.s. *Pasting*, stated that day before yesterday, he was down in the forehold waiting for the firemen, three of whom he found there, including the foreman. One of the men went up the ladder and the other two remained in the forehold, one them sleeping the while. He remonstrated with the foreman; who ducked his head and made for him. As soon as he got an opportunity to do so, he struck the foreman. The man who was lying down sprang up and struck witness on the back. The other man who had left the forehold came down the ladder and struck him. As soon as all the men were laid out, the rest of the firemen appeared on top of the hatchway but he averted their trouble by ordering the men to turn in, which they did. He had trouble with the foreman on the last voyage to Saigon from Swatow.

His Worship held that the Second Engineer had a case for assault against the foreman but not against the three defendants. He therefore discharged the latter on the charge of assault.

On the charge of disobedience to orders, each of the men was awarded five days' hard labour.

VICTORIA RECREATION CLUB.

BOXING CONTESTS.

30th ult.

As briefly noticed in our last issue, the V.R.C. is promoting a capital series of boxing and wrestling contests. Judging by the experience gained and the remarkable success attending their last effort, the gymnasium committee can be confident of the same large support for the forthcoming contests on Saturday next, and prox. The official programme is as follows:—

MAIN EVENT.

A 15 three-minute round contest for the light-weight championship of the Orient between Seaman J. Roberts, H.M.S. Kent, light-weight champion, British Fleet in South China, and Drummer R. Boucher, "Buff", light-weight champion of the local Garrison.

CHALLENGES.

Stoker White, H.M.S. *Bedford*, v. Seaman Sky Kerison, H.M.S. *Kent*, to two-minute rounds. Seaman Riggsell, H.M.S. *Bedford*, v. Seaman Mustard H.M.S. *Bedford*, to two-minute rounds.

Seaman Jones, H.M.S. *Kent*, v. Lance-Sergeant Fincher, "Buff", 6 two-minute rounds. Wrestling, catch-as-catch-can style for a substantial side stake and the championship of the Colony. Seaman Roddy, H.M.S. *Bedford*, v. Lance-Corporal Spiller, "Buff".

THE *Malay Mail* thinks that the decision of the exchange banks in Singapore and Kuala Lumpur only to buy bills against rubber shares on a fifty per cent margin is a sound one, and our contemporary is only surprised that something of this nature has not been done before.

HONGKONG UNIVERSITY.

Our readers will endorse in its entirety the following appreciative article which appears in the leader columns of the *Singapore Free Press* of the 24th March.—In the history of Hongkong, our northern neighbour, there have been many outstanding incidents that have marked the march of that Colony along the path of progress and prosperity which the enterprise, the energy, and the public spirit of her inhabitants have done so much to promote. But it must be acknowledged without any hesitation that no event in the annals of Hongkong is to be so intimately associated in the future with the letter and more intellectual life of that great centre of British influence than the incident of the laying of the foundation stone of the Hongkong University by H. E. the Governor, Sir Frederick Lugard.

It is not less than the dawning of a new era for Hongkong. As a wonderful focus for mercantile enterprise, as one of the greatest markets of shipping in the world, Hongkong has long held that pre-eminent place that she has so well merited. But when the new University, the first stone of which was laid on March 16th, comes in due course of time to the full fruition of its beneficent activity, Hongkong will have become an intellectual and educational Mecca for the higher training in various directions, of students not only from that Colony, but from the whole expanse of Southern China, and from all the other regions where, around the Chinese coast, the communities have been settled. It is just over a year of this splendid project was noticed in these columns with all the appreciation we could bestow. It was primarily to the munificence of Mr. Mody, a large-minded and generous-hearted Patriotic of Hongkong, that the dream of a University for Hongkong became a reasonable certainty. Mr. Mody undertook to provide, from his own resources, whatever buildings were necessary for the University, whatever the cost. "Well begun," is proverbially, "half done."

It is always the first step that counts, and when Mr. Mody so magnificently disposed of all the initial material difficulties, there at once ensued a public-spirited rally of all that was the best in Hongkong to grapple with the question of the endowment that was the necessary sequel to Mr. Mody's noble benefaction. As we remarked in connection with the meeting held over a year ago at Government House, Hongkong, to discuss the ways and means of raising funds for the future maintenance of the University, and for the providing of all those extensions that would become necessary as time went on, "Endowment begets endowment," public spirit and generosity form a strong and beneficent precedent, and the future may bring forth worthy benefactors to emulate Mr. Mody. And so it proved with regard to the creation of the initial endowment fund for the maintenance of the Hongkong University. Both Mr. Mody and Sir Frederick Lugard bore glad testimony to the thorough going sympathy and practical support that was instantly forthcoming from all classes of the community when once the endowment fund was formally opened to public subscription. The Chinese, who are never backward when projects of genuine public utility are proposed, accorded a general support. Nor were the European firms wanting in public spirit in their generous contributions to the endowment. Still there was a long way to go, for it is a difficult thing for one generation to find the capital whose interest all posterity has the privilege of enjoying. All doubts were however dispelled when the great shipping house of Butterfield and Swire came forward with the royal donation of £40,000. With that enthusiastic and help flowed in generous measures, the contribution of \$20,000 by the Victoria of Canton, and the gift of the Victoria of Canton, the utility of the future University was thoroughly appreciated in South China, but that the scheme had the entire goodwill of the Imperial Government of China. Sir Frederick Lugard, in that portion of his address that dealt with the enumeration of the benefactions, did not forget to include what he termed the "princely gifts of great generosity" by the Hongkong and Shanghai Bank, Messrs. Jardine, Matheson and Co., and others. Rarely could a parallel be found to a great conception driven through with such unanimous public spirit and such unity of opinion as that of the Hongkong University in the mind of the Hongkong people, and the swift creation of its magnificent endowment. On this point we ventured to suggest that the Hongkong Government, with an eye that the future might endow the University with Crown land in the New Territory, which by that process of unassured increment that a growing settlement would ensure, might place the University, a century hence, or even far less than that, in the possession of annual revenues that might go far to enhance the efficiency of that great educational centre. When Mr. Mody, at the laying of the foundation stone, rose to explain how it was that he came to think of the laying of the new University for Hongkong he founding it was a noble and patriotic deed, he resolved that it was his duty to see that others had the advantages he himself never possessed. It is impossible to read his words without a deep sympathy and an admiration for that generosity of soul that measured his own munificence by the consciousness of what was denied to him in his earlier days. He said:—

As a young man, the advantages of education were unfortunately not within my reach, and I have to-day, as my advance course to confess myself "no scholar," throughout my long life I have daily realized all that I have missed for want of a sound education, and it was with the idea of in some measure providing for others what I was myself denied, that I determined to offer to erect at my own cost a building which bring within their reach those educational advantages, which I have myself so greatly missed; and I may say that I was much encouraged thereby by a conversation I held one day on the subject, with one whose absence from among us to-day no one deplotes more than myself, sure though I am that though absent in person, he is with us in this day of spirit. I refer to Lady Lugard, herself a keen educationalist, who took a great interest in my scheme, and who before leaving Hongkong expressed to me the assurance that it would arrive at a successful issue, and the hope that Sir Frederick Lugard would before his departure on leave, lay, as he is now about to do, the foundation stone of this University. No part of a ceremony so pregnant with the future higher life of Hongkong was so grateful to the brilliant audience that attended the laying ceremony, as the announcement made towards the close by H. E. the Governor of Hongkong that His Majesty had been graciously pleased to confer upon Mr. Mody the honour of Knight Bachelor. It will be the universal wish not only in Hongkong, but wherever his munificence is known, that Sir Hormusjee Mody may long be spared to see the University that owes to him its existence increase yearly in usefulness and to renew.

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Our readers will endorse in its entirety the following appreciative article which appears in the leader columns of the *Singapore Free Press* of the 24th March.—In the history of Hongkong, our northern neighbour, there have been many outstanding incidents that have marked the march of that Colony along the path of progress and prosperity which the enterprise, the energy, and the public spirit of her inhabitants have done so much to promote. But it must be acknowledged without any hesitation that no event in the annals of Hongkong is to be so intimately associated in the future with the letter and more intellectual life of that great centre of British influence than the incident of the laying of the foundation stone of the Hongkong University by H. E. the Governor, Sir Frederick Lugard.

It is not less than the dawning of a new era for Hongkong. As a wonderful focus for mercantile enterprise, as one of the greatest markets of shipping in the world, Hongkong has long held that pre-eminent place that she has so well merited. But when the new University, the first stone of which was laid on March 16th, comes in due course of time to the full fruition of its beneficent activity, Hongkong will have become an intellectual and educational Mecca for the higher training in various directions, of students not only from that Colony, but from the whole expanse of Southern China, and from all the other regions where, around the Chinese coast, the communities have been settled. It is just over a year of this splendid project was noticed in these columns with all the appreciation we could bestow. It was primarily to the munificence of Mr. Mody, a large-minded and generous-hearted Patriotic of Hongkong, that the dream of a University for Hongkong became a reasonable certainty. Mr. Mody undertook to provide, from his own resources, whatever buildings were necessary for the University, whatever the cost. "Well begun," is proverbially, "half done."

It is always the first step that counts, and when Mr. Mody so magnificently disposed of all the initial material difficulties, there at once ensued a public-spirited rally of all that was the best in Hongkong to grapple with the question of the endowment that was the necessary sequel to Mr. Mody's noble benefaction. As we remarked in connection with the meeting held over a year ago at Government House, Hongkong, to discuss the ways and means of raising funds for the future maintenance of the University, and for the providing of all those extensions that would become necessary as time went on, "Endowment begets endowment," public spirit and generosity form a strong and beneficent precedent, and the future may bring forth worthy benefactors to emulate Mr. Mody. And so it proved with regard to the creation of the initial endowment fund for the maintenance of the Hongkong University. Both Mr. Mody and Sir Frederick Lugard bore glad testimony to the thorough going sympathy and practical support that was instantly forthcoming from all classes of the community when once the endowment fund was formally opened to public subscription. The Chinese, who are never backward when projects of genuine public utility are proposed, accorded a general support. Nor were the European firms wanting in public spirit in their generous contributions to the endowment. Still there was a long way to go, for it is a difficult thing for one generation to find the capital whose interest all posterity has the privilege of enjoying. All doubts were however dispelled when the great shipping house of Butterfield and Swire came forward with the royal donation of £40,000. With that enthusiastic and help flowed in generous measures, the contribution of \$20,000 by the Victoria of Canton, and the gift of the Victoria of Canton, the utility of the future University was thoroughly appreciated in South China, but that the scheme had the entire goodwill of the Imperial Government of China. Sir Frederick Lugard, in that portion of his address that dealt with the enumeration of the benefactions, did not forget to include what he termed the "princely gifts of great generosity" by the Hongkong and Shanghai Bank, Messrs. Jardine, Matheson and Co., and others. Rarely could a parallel be found to a great conception driven through with such unanimous public spirit and such unity of opinion as that of the Hongkong University in the mind of the Hongkong people, and the swift creation of its magnificent endowment. On this point we ventured to suggest that the Hongkong Government, with an eye that the future

CHINA PIG—NEW STYLE.

there appears to be little objection
to this in the shape of iron. A few days

[illegible]

permanent state. Each has realized its power in the past and each is at present striving

to the fact that the majority of the Chinese population is concentrated in the coastal areas, which are more vulnerable to outside forces. If any disaster, such as a natural disaster or a military victory, will go to capital by virtue of the independence of regional and local troops, the Chinese government will be in a position to be able to do so. The time is ripe to come to the Chinese government will demand for a better life and family better, stronger, and more of living, and the people will be able to do so.

head. In the meantime, the economic efforts of China pig must be far-reaching.

is not by any means the best that could have been obtained from the Chinese point of view. The great success of the Hanyang Iron Works may be admitted but that does not blind one to the fact that economically there are serious losses. The Chinese are doing agents the wrong way when they are doing. They derive their coal supplies from a considerable distance, and the cost of transport may be very small, the items count, and there are many places where both coal and iron are found together, so many where the necessary limestone flux may also be obtained without transportation. The present victory of China is, in this respect, a great defeat, and what the odds are, however they are, unless new factors enter into the situation, the victory will be complete. But the factors are an unknown quantity, and here the West may perhaps for the present rely on *Shanghai Mercury*.

THE PENALTY OF STOWING AWAY

EUROPEAN SENT TO PRISON.

It is H.B.M.'s Police-Comr. Shaughnessy, in H. B. M. Police-Comr. Shaughnessy, on Feb. 24, before Mr. Lindsey Smith, sitting as Police-Magistrate.

William Fletcher, was charged with having stowed away on board the M. M. str. *Frederick*, thereby cheating the company of a sum of five from Hongkong to Shanghai. His Worship said he understood that the prisoner was arrested by the French authorities and had been kept in prison for ten days. Some sort of inquiry had been held by the French authorities, and the prisoner did not deny having stowed himself away.

Prisoner said that he was 42.

at Hongkong without a ticket, and landed in Shanghai without having paid your fare?

Prisoner—Yes, sir.
 His Worship—While you were on board there, what did you do with it?
 Prisoner—No, sir, I put it at sea.
 His Worship—Under section 337 of Merchant Shipping Act 1864, the statute which the Court can pass upon you for having committed this offence is a fine not exceeding £50 or imprisonment with hard labour for term not exceeding four weeks: You have said you put it at sea?
 Prisoner—No, but it was told me to do so before the French Consul that he, (the Consul) would put me in gaol for having stowed it, and when it was finished that he would let me over to the British Consul because I had no means of subsistence. I have been in French gaol for ten days, and I thought I might as well put it at sea.
 His Worship—But the reason you give now before this Court is because the British Consul-General has written to the French Consul-General and said that the French Court which could try British subjects is British Court. Therefore, for that reason,

ad. here, I understand from the French author
ch that you were simply remanded until there

that you have been ten days in jail, that you have not done hard labour, and I sent you to three weeks' imprisonment with hard labour.

Prisoner.—When I have done that time I'll be turned over to anyone else or will I be allowed to go free?

His Worship.—No, you will be as free as when you have finished your three weeks' Shanghai Times.

U. S. S. "CHARLESTON"
EXPLOSION

CREW KILLED AND INJURED.

Seven men were instantly killed, one mortally injured, who died later in the hospital, three others slightly injured in an explosion last night on the cruiser *Charleston*, when a breach block of a three-inch gun ram annihilated her crew, reports the *Atlantic City* Star.

The following were killed: Philip J. McCluskey, master at arms, third class; Seaman Wm. Antonio; Seaman Henry A. Foster; Seaman Lee Ramoale; Ordinary Seaman Henry

of
of Marines, Edward A. Mollin.

While the *Charleston* was being towed to the pier, the police used the same tactics at sea, well on Olongapo. They were firing at a moving target under the cover of a searchlight.

With a muted report, the breech block of the third rifle No. 3, the second run from the rear, the third rifle No. 4, the second run forward on the starboard side, burst forth among the men who had crowded toward the gunner to watch the effect of the shot. The terrific force, with which the shell ploughed through its victims was shown by clipping a station, 3 inches of solid steel, which had mangled several men.

Among those killed was a young man

shot. He was cut almost in two. Those who hurried to aid the wounded

With such investigation it made sense that the accident will be impossible to place blame for the many lives lost in the accident. The cause is as yet unknown.

It is called **CHARLTON** and the cause of the accident is the

THE Federated Malay States through the rubber boom are attaining new fame. The test

is that in London papers they are described, and cited by the initials familiar here of "F.

M. S. * as who should say * T. P. * or * W. G. *

SUB-LIQUOT. F. H. Turner has been appointed to the dispatch vessel *Alacrité*, China Squadron, for duty from 8th inst. Sub-Lieut. Turner has spent since January, 1906, in the navy, and during the *Alacrité* is his first ship on foreign station.

- A COOK in the employ of a tailor's establishment was awarded two months' hard labour at the Magistrate on Thursday for stabbing one of the *fellows* in the side. The victim of the assault had to remain in hospital for some time as a result of his injuries.
- An Indian Police-Sergeant charged a hawkster at the Magistrate on Thursday with obstruction and a fine of \$1 was imposed. A further charge of trying to bribe the sergeant was also preferred against the man and he was fined \$10. The sum he offered the policeman was \$10.
- Just one word. "Jack" Smith of the Police is dead. He was beloved by everybody and his brusque manner deceived nobody. His funeral took place on Wednesday and the wealthy were so many that many had to be carried by the givers themselves.
- The wonderfully obliging spirit of some Chinese was well illustrated in the Police Court on Wednesday, when a Chinese money-changer who was charged with the alleged theft of \$100 from an Indian customer, asked that the Magistrate whether he could find \$150 badly needed replied: "I can give you more if you like. I've plenty of money."
- BROKER Mr. E. R. McIlhiney, First Police Magistrate, in the Police Court on Wednesday, Chief Excise Officer Hogarth charged Chinaman with having 15 teels and 6 maces of opium in his possession. The drug was found concealed in a bundle of joss-sticks as the man was about to land from the *s.s. Charles Hardwin*. A fine of \$500 was imposed.
- The British Museum has acquired, says the *Birmingham Post*, the wonderful collection of Chinese drawings formed by Mrs. Wengschau during her stay in China for the past ten years. It is said to be by far the finest collection of the kind in existence, the date of the drawings ranging from the year 750 of our era to about 1820.
- At the last committee meeting of the Chamber of Commerce, the Chairman read a letter from Mr. H. E. Tomkins resigning his seat owing to his near departure for home, and it was decided to send a letter of thanks to Mr. Tomkins for

years. The question of the appointment of
members to the student council was left over to the

members of the Executive Board was left over to the next meeting.

With reference to a telegram from Peking published in our issue of the 17th ultimo, it was stated that the Shanghai Government had forwarded to Peking a German offer to provide free education in the German language and that the offer had been refused, the German Consul in Tsientsin declares that absolutely nothing is known there of such an offer and its refusal.—*N. C. D. News*.

THE corrected statement published by the Mercantile Bank shows a remarkable increase above the figures we gave yesterday. It seems that the directors will recommend a dividend of 6 per cent per annum on "A. & B." shares free of income tax, that £150,000 has been added to the reserve fund (raising it to £285,000), £20,000 to the officers' pension fund and £25,000 will be carried forward.

IT is stated that the Shanghai Tootal has sent a dispatch to the Mixed Court to say that he has received instructions from the Viceroy at Nanking ordering that all lawsuits between Chinese and Chinese Christians should be settled with one party, it is the order of the Walwupo, as that no plea for complicity may be given for foreigners. The Mixed Court Magistrate desired also to submit *pétits* of each cases settled for the perpetual of the Walwupo and the magistrate has taken steps to comply with the orders.

UNDER date Shanghai, 24th March, Messrs Wheelock and Co write:—There is no change to report in our Homeward freight rates since last writing and cargo is still quite plentiful in all directions, especially cargo coming down from the North and from Hankow Coastwise!—The improvement which we foresaw shadowed in our last has materialized even sooner than we expected and quite a number of "outsiders" have recently been fixed on "time" charter in the South and several more boats in the North for the Siberian trade, the consequence is that there is very little tonnage indeed seeking employment, rates have gone up considerably all round and there is every prospect of their staying up for some time to come.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

H.M.S. Otter	At Kowloon Dock
Saba Rickmers	" "
Albatros	" "
Suechuan	" "
Wo Kwai	" "
H.M.F.S. Patria	" "
H.M.S. Fame	" "
Taiwan	Coompong Sloop

TAIKOO DOCKS.

Haeyang	At Quany Bay Dock
Paoing	" "

Sloops Passed The Guns.

(18th February) *Gardienaria, Dr. Glinke,*
Kallio, Kallio, Kallio, Kallio, Kallio,

Croix. 22nd February—Derfanger, Team

Febuary—Calder, Nera, Persim, Scandinavia
Syrta, Vandalla, Wakaia Maru, 1st March—
Binalder, Glenroy, Inverack, Monmouthshire
Myrmidon, Sordula, John Hardy, Pembroke
shire, Freda Ludwig, 4th March—Abi Maru
Buller-Alex, Glenroy, Binalder, 5th March—

Belgrave, China, Kennebic, Sado Maru, Ping

[illegible]

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIS & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000	\$2,007,819	£2.5/- for half year ending 31.12.09 @ ex 1/9 = \$35.11	4 %	\$560 ex. & a. London £69 5/-
National Bank of China, Limited	99,925	47	£6	\$4,000	\$30,552	\$2 (London 3/6) for 1909		\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000	none	\$10 for 1908	7 %	\$170 buyers
North China Insurance Company, Limited	10,000	15	£5	\$1,500,000	Tls. 207,573	Final of 7/8 making 15/- for 1908		Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000	\$2,464,901	Final of 5/7 making \$47 for 1907 and Interim of \$30 for 1908	5 1/2 %	\$910 sales & b.
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,500,000	\$707,617	\$12 and bonus \$3 for 1907	7 %	\$230 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000	\$275,841	\$6 and bonus \$2 for 1907	7 %	\$109 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$168,711	\$27 for 1907	8 %	\$337 1/2 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000	\$1,035	\$1 for 1906		\$7 sales & b.
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil	24 for year ending 30.6.1908		\$32 sellers
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$1,000,000	\$20,766	Final of 5/12 for account 1910	8 %	\$304 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9 1/10 = \$3.154		\$68 buyers
Do. (Deferred)	60,000			\$1,000,000	\$13,755	3rd 10. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	5 %	92 1/2 buyers
"Shell" Transport and Trading Company, Limited	1,000,000	£1	£1	\$1,000,000	\$61,817	\$1.00 for year ending 10.4.1909	4 1/2 %	\$26 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000	\$8,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$14 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$250,000	Dr. \$5,858	\$5 for year ending 31.12.08	3 1/2 %	\$164 ex div. b.
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	\$50,000	Dr. \$15,891	\$5 for 1897		\$29 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.8.09		Tls. 850 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	Pa. 1	\$1,000,000	£4.12	Final of 1/6 making 3/- for 1909	7 %	Tls. 18 1/2 Pa. 10 buyers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$1,000,000	Dr. £2,191	No. 12 of 1/- = 48 cents		\$64 sold. 64 sales
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,000,000	£4.12	\$1.75 for year ending 31.12.06		\$10
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,000	Dr. \$7,421	None		\$60 ex div.
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$550,000	\$50,102	Interim of \$14 for account 1909		\$57 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$250,000	\$132,765	Interim of Tls. 21 for 1910	6 1/2 %	Tls. 81
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,261	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 120 sellers
Shanghai and Hongkew Wharf Company, Limited	25,000	Tls. 100	Tls. 100	Tls. 607,257	Tls. 22,818			
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000	\$24,644	\$1.20 on old and 60 cents on first new issue. Interim of \$2.40 on old and 40 cents on new shares for account 1909		\$16 buyers
Hongkong Hotel Company, Limited	12,000	\$5	\$50	\$24,000	\$19,272	3rd 10. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09	6 1/2 %	\$83 1/2 ex div. a. \$101 sales & a.
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$1,000,000	\$27,911	45 cents for 1909	6 %	\$81
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,000,000	\$5,471	\$2 1/2 for 1909	5 %	\$28 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$1,000,000	\$219	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 106 1/2
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 30	Tls. 1,323,045	Tls. 124,404	Final of \$1.85 for account 1909	8 1/2 %	\$42 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000	\$1,958			
COTTON MILLS.								
Kwo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 150,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 142 1/2 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	Tls. 40,000	\$9,551	50 cents for year ending 31.7.08		\$6 1/2 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.06		Tls. 61 sellers
Laos-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,829	Tls. 6 for 1909		Tls. 70 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 11,178	Tls. 15,911	Tls. 50 for 1906		Tls. 300 ex div.
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500	\$648	15 % per share for 1908	10 %	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000	Nil	60 cents for 1909		\$10 b. & a.
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$61,138	50 cents for year ended 28.2.06		\$6 1/2 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000	\$1,407	80 cents for 1909	8 1/2 %	\$8 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000	\$1,892	\$1.20 for year ending 31.7.09	8 1/2 %	\$18 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000	\$3,756	Interim of 35 cents for account 1909	10 %	\$7 ex div. b.
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000	\$670	8 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$150,000	\$7616	Final of \$8 for 1909	10 %	\$160 ex div. a.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$20,000	\$8790	Final of \$1 making in all \$2 for 1909	8 1/2 %	\$21 sellers
Maschappi tot Mij, Bosch-an Landbouwerij plooiat in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 147,500	Tls. 316,682	4th interim of Tls. 12 1/2 for 1909	6 %	Tls. 1,625 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$20,000	\$4,204	80 cents on fully paid share and 8 cents on 1/2 paid shares for year ending 30.4.09	6 %	\$14 1/2 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	3 %	\$130 buyers
Philippine Company, Limited	75,000	\$10	\$20	none				
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 350 buyers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,006	None		\$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	none	\$63	40 cents for year ending 31.5.09	8 %	\$5 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.09	5 %	\$9 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$46,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$12 1/2 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$12	\$300,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906		\$3

HONGKONG MARKET PRICES.

Corrected 31st March 1910, 100 lbs. per 3 Mts.

BUTCHER MEAT.

Beef sirloin & prime cut—Moi Lung Pa B	20
" Corned—Ham Ngau Yuk	20
" Roast—Shio	20
" Breast—Ngau Lam	18
" Soup—Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Sirloin—Ngau Lau	20
" Sausages—Ngau Yuk Chaucing	16
Bullock's Brains— " Know	10
" Tongue—fresh—Ngau Li	50
" Corned—Ham Ngau Li	60
" Head—Ngau Tau	12
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kiu	18
" Feet—Ngau Keok	10
" Kidneys—Ngau Yiu	10
" Tail—Ngau Mei	18
" Liver—Ngau Qoh	12
" Tripe (undressed)—Ngau To	6
Calves' Head and Feet—Ngau-chai	18
" (au-kook)	18
Mutton Chop—Yeung Pal Kwai	22
" Leg—Yeung Pal	22
" Shoulder—Yeung Shan	20
Pigs' Chittlings—Chi chaucing	22
" Brains—Chi Know	2
" Feet—Chi Keok	12
" Fry—Chi Chai	15
" Head—Chi Tau	18
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	8
" Liver—Chi Kiu	10
Pork Chop—Chi Pal Kwai	21
" Corned—Ham Chi Yuk	18
" Leg—Chi Pal	24
" Fat or Lard—Chi Yau	18
Sheep's Head and Feet—Yeung Tan	18
" Keok	50
" Heart—Yeung Sum	6
" Kidneys—Yeung Yiu	9
" Liver—Yeung Gon	24
Smoking Figs, To Order—Chi Chai	22
Suet Beef—Sung Ngau Yau	22
" Mutton—Sung Yeung Yau	22
Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Yuk Tong	20

POULTRY.

Chicken—Kai Chai	12
Gapons, Large, Small—Shi Kai	30
Ducks—Ap	22
Doves—Pan Kai	19
Eggs, Hen—Kai Tau	20
Fowls, Canton—Kai	34
" Hainan—Hoi Nam Kai	30
Geese—Ygo	22
Geese, Wild Shanghai—Sheng Hoi Ye	22
Ngo	—
Musk Deer—Wong Keng	—
Hare—Tn Chai	—
Partridge—Chi Khoo	—
Pheasant—Shan Kai	—
Pigeons, Canton—Pak Kup	—
" Holchow—Holchow Pak Kup	—
Quail—Um-Ghun	—
Rice Birds—Wo Fa Cheuk	—
Salpe—Sa Chai	—
Turkeys, Cock—Fo Kai Kung	—
" Hen— " Na	—
Wild Ducks, Shanghai, Sul-ap	—
Teal, Shanghai, Sul Ap Chai	—
Wild Ducks Canton—Sung Shing Sul	—
Ap	—

FISH.

Barbel—Ka Yu	10
Bream—Bin Yu	10
Canton Fresh Water Fish—Hoi Sin Yu	17
Garp—Li Yu	12
Goldfish—Chik Yu	12
Goatfish—Man Yu	12
Grabs—Hal	12
Gutle Fish—Mak Yu	14
Dab—Sa Mang Yu	12
Catfish—Wong Mei Lun	12
Dog Fish—Tn Tu Sa	9
Halo, Conger—Hoi Man Yu	14
" Fresh water—Tam Si Yu	16
" Yellow—Wong Si Yu	16
Wray—Tien Kai	12
Garoupa—Sak Fan	12
Gudgeon—Pak Kup Yu	12
Herring—Tao Pak	12
Halibut—Cheung Kwan Yu	12
Labrus—Wong Fa Yu	12
Loach—Wu Yu	12
Lobsters—Lung Ha	12
Mackerel—Chi Yu	12
Moak Fish—Mop Yu	12
Mullet—Chai Yu	12
Oysters—Sung Hoo	12
Parrotfish—Kai Kung Yu	12
Perch—Tan Loo	12
Pike—Fa Paw Fong	12
Plaice—Pan Yu	12
Pomfret, Black—Hak Ching	12
Pomfret, White—Pak Ching	12
Prussian—Ming Ha	12
Ray—Pai Fa Yu	12
Rock Fish—Sak Kiu Kung	12
Roach—Chai Yu	12
Salmou, (River), fresh water—Ma Yu	12

Shark—Sa Yu	10
Shark—Po Yu	10
Shrimps—Ha	10
Snappers—Lap Yu	10
Solar—Tat Sa Yu	10
Tench—Wan Yu	10
Turbot—Gao Hoi Yu	10
Turtles, small, fresh water—Keok Yu	10
White Bait—Ngau Yu Chai	10

FRUITS.

Almond—Hung Yau	25
Apples, (California)—Kam San Ping	22
" (Chico)—Tia Chuan Ping	22
" Small—Hoi Tong	—
" Custard—Fan Lai Chai	—
Bananas, fragrant, Canton—Sung Shung	4
" (Hides), Macao—San Heng Chai	—
Cherries, Chinese—Fong Lut	10
Carabola—Yeung Ton	10
Cocoanuts—Yeh Ts	20
Grapes—Shi Tai Tai	24
Lemons, China—Ning Moong	7
" Amer.—Kum San Ning Moong	5
Liches, Small Stone—Lai Chai	25
" Fresh, Lai Chai	—
Limes, (Sai Gon)—Sal Kung Nang	5
" Moong	—
Mango, Manila—Lui Sung Moong	15
Mango, Saigon—Sal Kung Moong	—
Mangosteen, San Chuk Tai per 100	10
Oranges, Tin Ching	10
" Small—Tat Kut	—
" Mandarin—Tin Kut	—
Olive—Pak Lam	—
Passion Fruit	—
Pears, (American)—Kam San Shui Li	10
" (Canton), Cooking—Sa Li	—
Peanuts, Fa Sang	10
Perseimons, Large, Hung Chai	—
Pine-apples, 1st quality—Sheng Poon	8
" 2nd quality—Chung Tang	—
" Paw-law	—
Pistachio—Tat Chai	3
Plums, Swatow—Hung Lai	—
Pumelo, Siam—Chin Lo Yau	20
Walnuts, Hop Ton	12
" Green—Sung Hop Ton	—
Shanghai Lo Kwai	—

VEGETABLES, &c.

Artichokes, Shanghai—Sheng Hoi Ah	8
" Chi Chai	—
Beans, (French) Macao—Oh Moon Pin	8
" (French), Shanghai—Sheng Hoi	8
" Pin Tau	—
Beans, Sprout—Ah Chai	2
Beans, Long—Tan Kok	—
Best Root—Hung Chai	2
Brijala, Green—Chung Yau Ker	4
Brijala, Red—Hung Ker	4
Bamboo Shoots—Chook Shan	10
Cabbage, Chinese, com.—Kai Choy	1
Cabbage, Red—Kai Lan Tau	10
Cabbage, (Shanghai)—Yeh Chai	7
Cane Shoots, bunch—Kau Shan	3
Cauliflower, Large size—Tat Yeh Chai	12
" Fa	—
Cauliflower, Medium size—Cheng Yeh	10
" Chai-fa	—